MARCH 2, 1951

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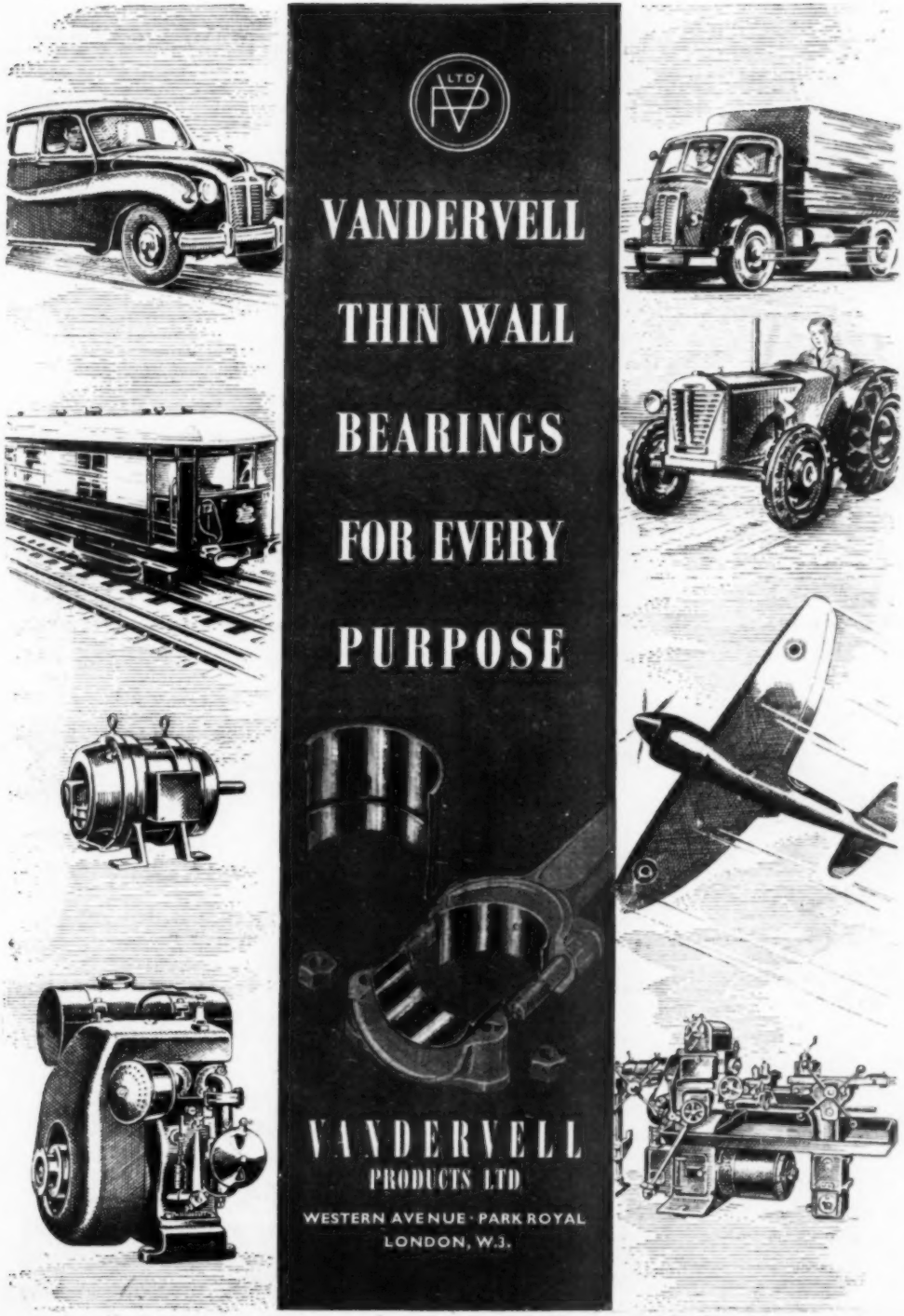
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The famous ROYSTON Cooker is still the cheapest Cooker offered to the Caravanner today. But prices are going to rise, so cash in now and take advantage of this great offer and get value for money.
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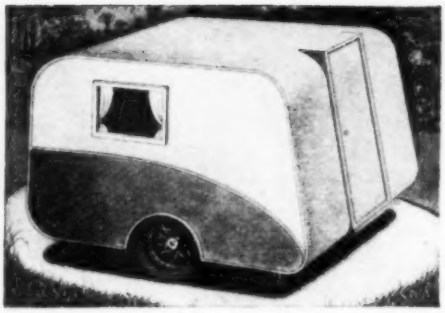
The "WEE-KENDA"

- **Perfect Mobility—only 7 cwt.**
- **Three Windows—plenty of natural light.**
- **Triple Panel Insulation.**
- **Two 6 ft. 3 in. Spring Interior Beds, Wardrobe, Washbasin, Hotplate, Table, Lockers, etc.**
- **Beautifully finished in coach enamels.**

Dimensions:—

Overall length of body	8 ft. 0 in.
" " including towbar	9 ft. 11 ins.
" width of body	6 ft. 0 in.
" height from ground	7 ft. 6 ins.
Interior headroom	6 ft. 1 in.



The Spacious

"WEE-KENDA" (8ft. x 6ft.)

Craftsman built and beautifully finished, this wonderful little baby of the caravan world is expressly designed to meet the needs of the "small car" owner whilst affording first-class accommodation to two adult people with all the essentials of cosy-comfort.

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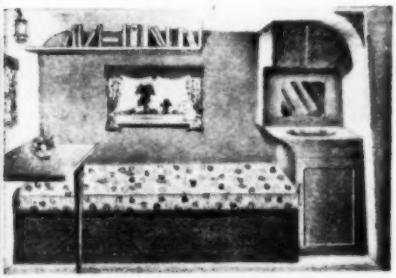

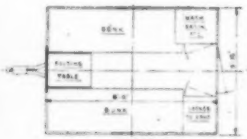

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Strongly framed with sides and rear end covered with asbestos sheets. Roof of Trafford Tiles. Half-glass mortised tenoned and braced double doors hung on 18in. tee hinges, and fitted with 6in. tower bolts and hasp and staple, providing an opening 7ft. 4in. wide. All necessary glass, putty, bolts, nuts, washers, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

Length ft. in.	Cash Price	or Deposit of	and 12 m'thly p'm'ts
12 2	£35/-/-	£5/5/-	£2/15/9
14 2	£37/10/-	£5/12/6	£2/19/3
16 2	£40/5/-	£6/-/9	£3/4/2
18 2	£45/5/-	£6/15/9	£3/12/1
20 2	£49/10/-	£7/8/6	£3/18/11

Extra for Personal Door 2ft. wide, at back or side, £2/10/-, or Deposit 7/6 and 12 monthly payments of 4/-.

The "WINDSOR" GARAGE

In complete easily erected sections. Sides, back and roof are of fire-proof asbestos panels strongly framed and strengthened with galvanised sheet ridging. Windows can be placed on each side or all one side as illustrated. Half-glass doors with fittings as in the "Waverley" Garage above. All necessary glass, screws, etc. supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

Length ft. in.	No. of Windows	Cash Price	or Deposit of	and 12 m'thly p'm'ts
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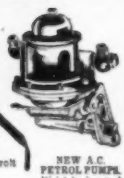

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NEW RADIATOR HEATERS. Eight-day with one charge of paraffin. Blue and gold enamel. Price 18/-. Post 1/-. 200-hour Sump Model, 23/6. Post 2/-.

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NEW DECARBONISING OUTFIT 9-piece outfit containing valve-guide, wire wheel, splayed wheel, valve seat, taper and flat brushes. British made, complete in metal case. Price 37/6. Post 1/6.

NEW K-L 11in. DEMISTER Gives particularly good distribution and radiation of heat covering plenty of clear screen area. 6 or 12 volt. Price 10/6. Post 9d.

CR 1951

NUMBER PLATES. Heavy pressed aluminium with raised and polished figures, square or oblong. 24-hour service. 17/6 pair. Post 1/-. No C.O.D.

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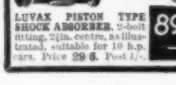

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NEW W.D. SURPLUS. Drop forged **RING SPANNERS.** Set 9 boxed. Whitworth ¼" to 1". S.A.E. ¼" to ¾". Usually 50/-. Our price 25/-. Post 1/6.

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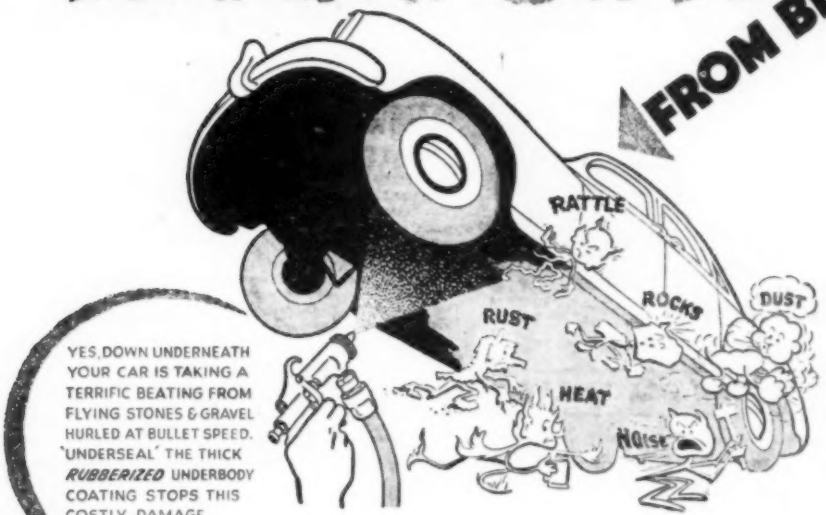
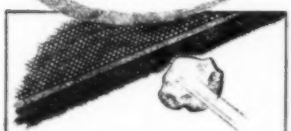
YOUR CAR IS BEING WRECKED FROM BELOW

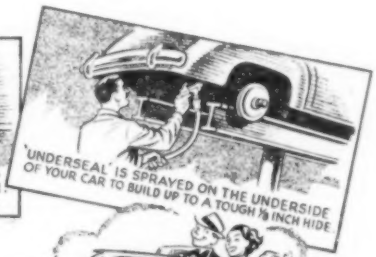


YES, DOWN UNDERNEATH YOUR CAR IS TAKING A TERRIFIC BEATING FROM FLYING STONES & GRAVEL HURLED AT BULLET SPEED. 'UNDERSEAL' THE THICK *RUBBERIZED* UNDERBODY COATING STOPS THIS COSTLY DAMAGE.



THIS DIAGRAM SHOWS HOW THE ⅛ INCH HIDE OF RESILIENT 'UNDERSEAL' ABSORBS THE SHOCK OF FLYING STONES.

'UNDERSEAL' PREVENTS CORROSION & RUST BY ROAD SALTS, ICE AND WATER MUFFLES ENGINE AND ROAD NOISE.



'UNDERSEAL' IS SPRAYED ON THE UNDERSIDE OF YOUR CAR TO BUILD UP TO A TOUGH ⅛ INCH HIDE

IMPORTANT : Twelve years of constant road tests have proved it takes a full ⅛ inch thickness of any undercoating (5 to 7 gallons per car) to get 100% protection and sound deadening. To get this guaranteed protection, **always insist on "UNDERSEAL."**

CUSHIONY RUBBERIZED 'UNDERSEAL' MAKES YOUR CAR AS QUIET AS A CLOUD.

There is only one

UNDERSEAL

Rubberized

PROTECTIVE COATING

Ask your Dealer

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PORTABLE TOURING STOVES, OVENS

No. 21 TOURING OUTFIT

Complete outfit packs into a metal box, size 7½in. x 5½in. x 3½in. Boils 2 pints of water in about 4 minutes. A full tank lasts about 2½ hours and holds one pint of paraffin. Tank plug ensures that fuel can be carried without risk of leakage. Complete with wind shield, spirit tin and prickers. Price **42/6**

in Cardboard Box, price **38/-** carriage paid

No. 96 Pocket Stove, in Metal box, size 6in. x 4½in. x 2½in. carriage paid; in Cardboard Box, **34/-** carriage paid. Cash or C.O.D. Send for Catalogue. **38/-**

No. 5 WICKLESS PRESSURE STOVE

Fitted with rigid legs fixed to the tank. Tank capacity 2½ pints, sufficient for 4½ hours burning. Boils two pints water in approximately 3 minutes.

No. 1 Roarer burner recommended for outdoor use as it is less affected by draught. Post Paid. Price **42/-**

No. 5 Silent burner for domestic use. Post paid. Price **42/6**

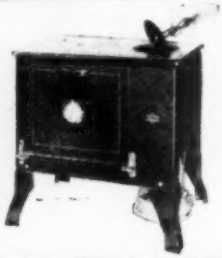
AND BOWL HEATERS *CASH OR C.O.D. POST PAID*

No. 6062 OVEN

A popular size oven suitable for use with any standard wickless pressure stove. Includes thermometer enabling the oven heat to be regulated. **The heat radiates all round the oven. No wicks—no smell.** Fitted with 4 detachable feet and 2 hot plates. Included with the Oven are 2 grid shelves, a 12in. Baking Pan, Hot Plate Lifter and Deflector Plate for the Pressure Stove.

Outside measurements: 13½in. deep, 20in. high, 20½in. wide. Inside measurements: 12½in. deep, 10in. high, 12½in. wide. Complete with No. 5 Pressure Stove **162/6**

No. 6062 Oven, complete. Price (carriage paid) **120/-**



BOWL HEATER ATTACHMENT

CONVERTS ANY STANDARD WICKLESS PRESSURE STOVE TO PORTABLE RADIATOR IN ONE MINUTE.

Simple and efficient. No nuts—no screws. Comprises light copper Bowl Reflector fitted with Shield, Heating Cone Distributor and Wire Guard. Throws out a cheerful rosy glow and heats a room in a few minutes. Ideal for Caravans, camping, seaside chalets and for normal indoor radiation. No. 6065 Bowl heater Attachment. Price **29/6**

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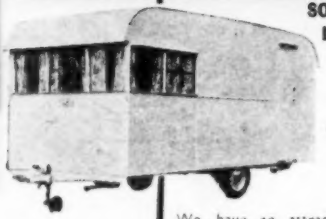

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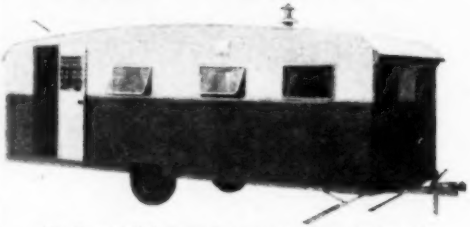

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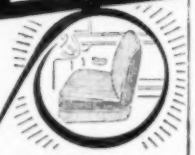

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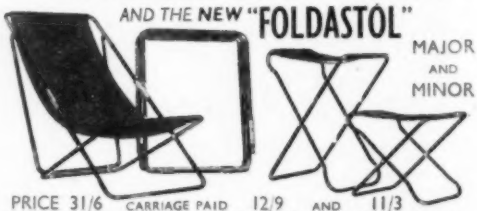

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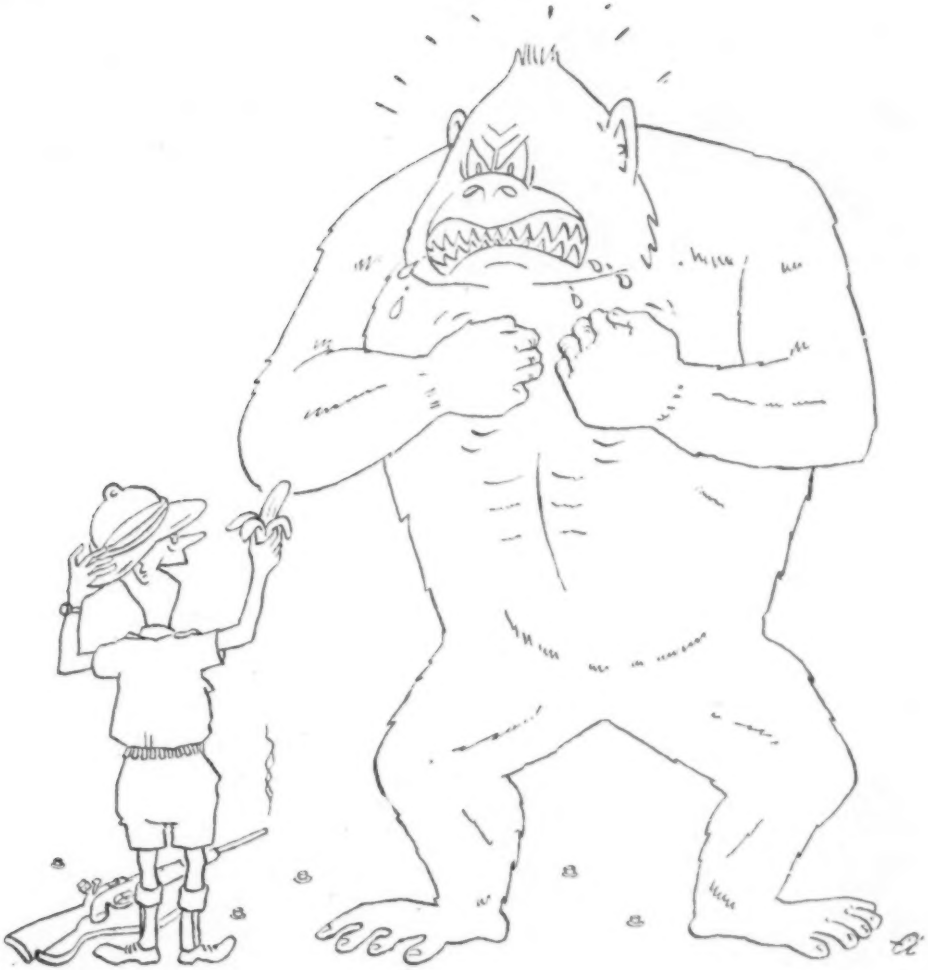

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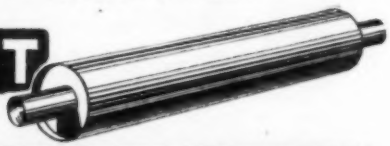

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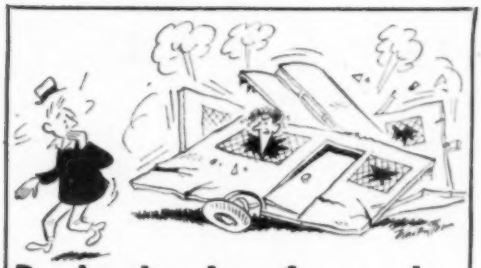

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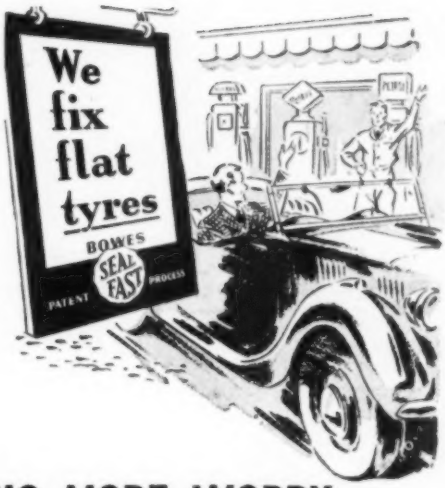

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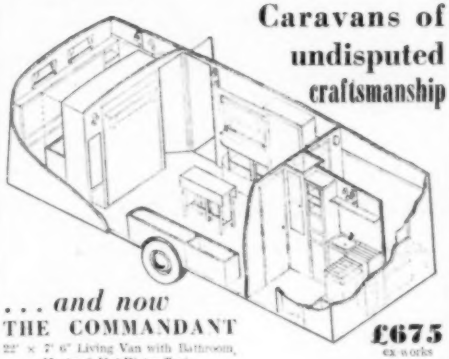

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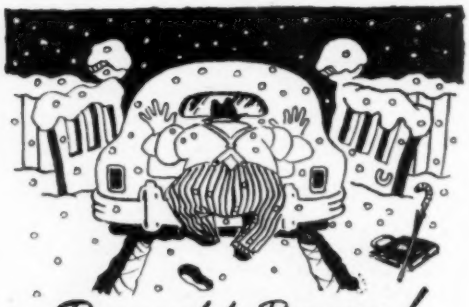

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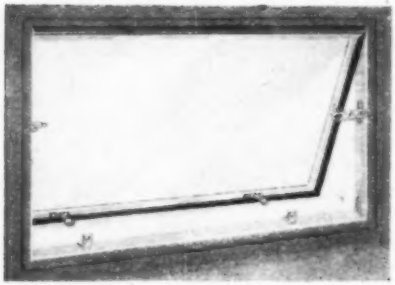

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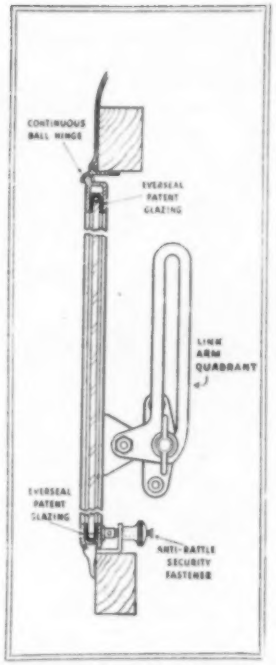

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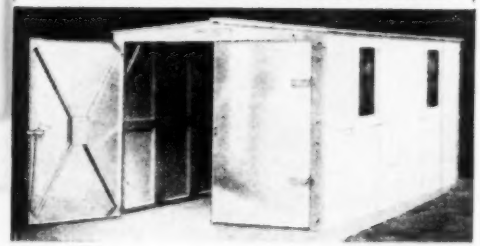

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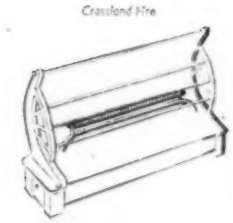
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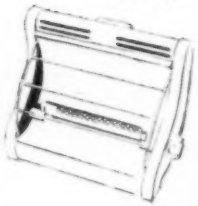
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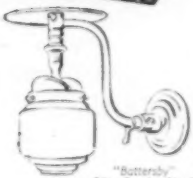
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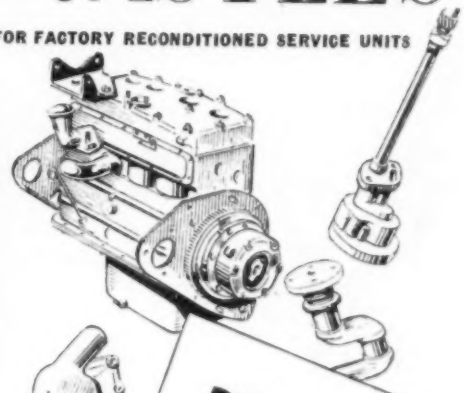

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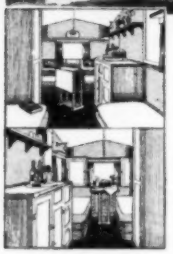

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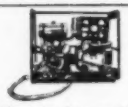

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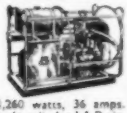

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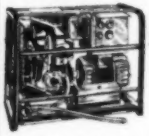

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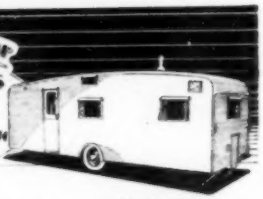

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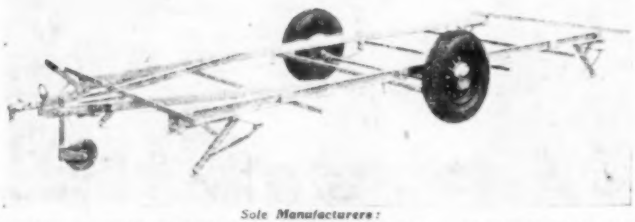

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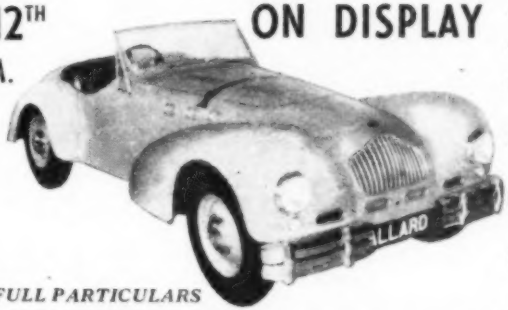

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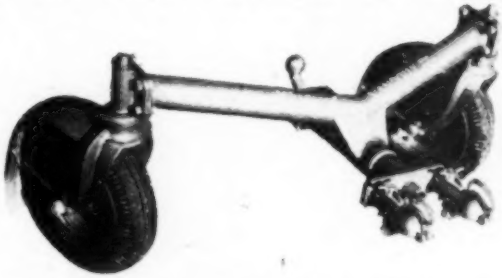

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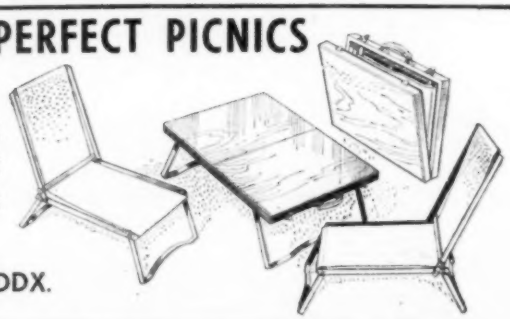

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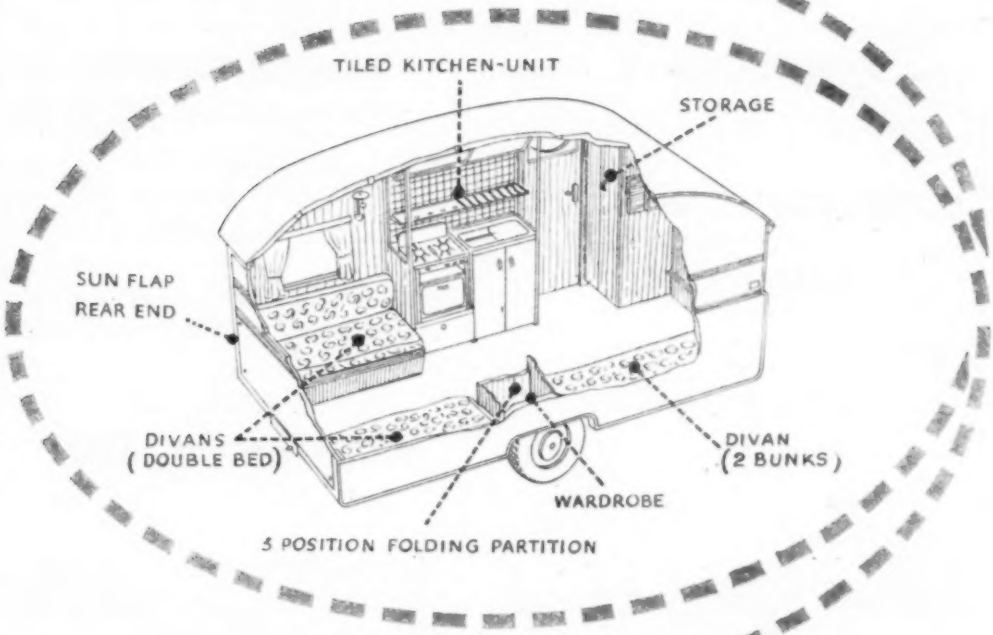

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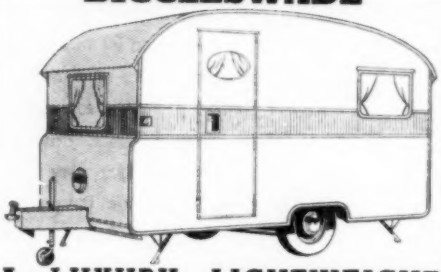

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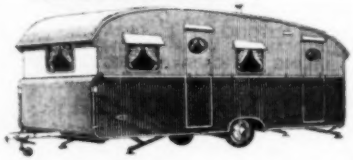

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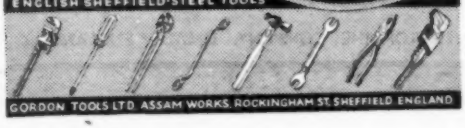

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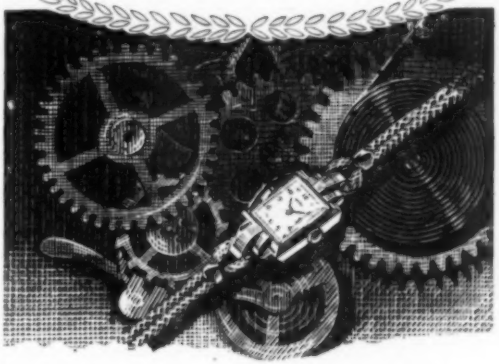

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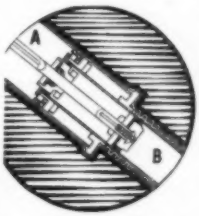

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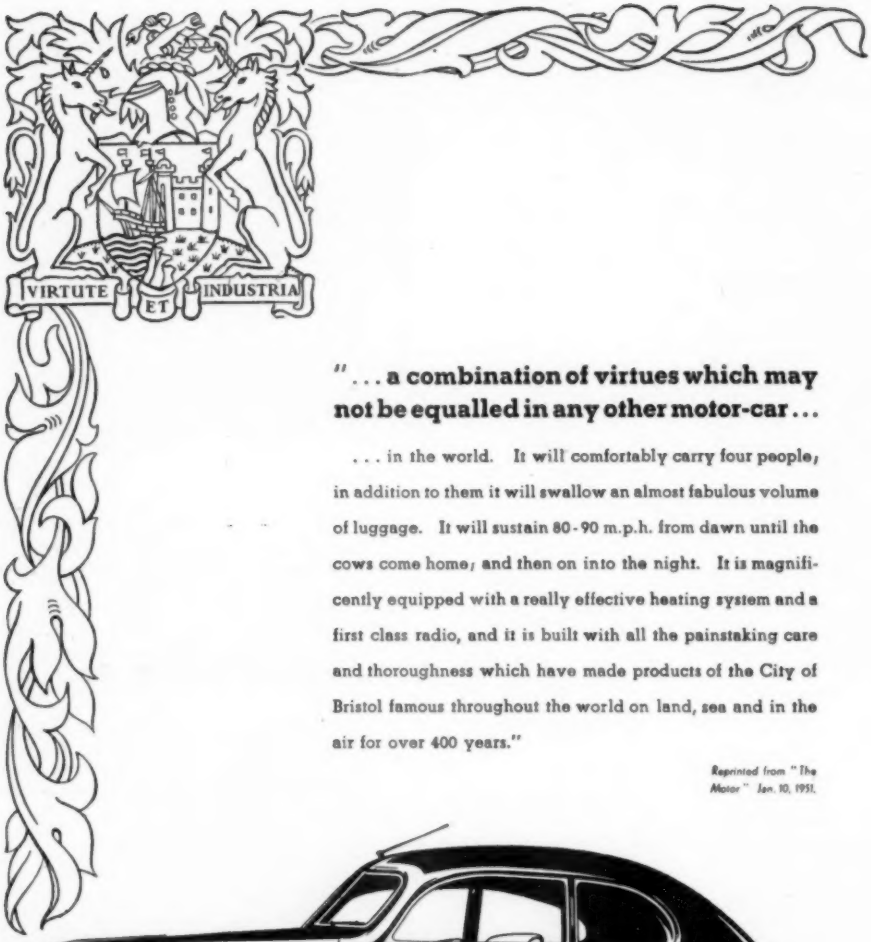

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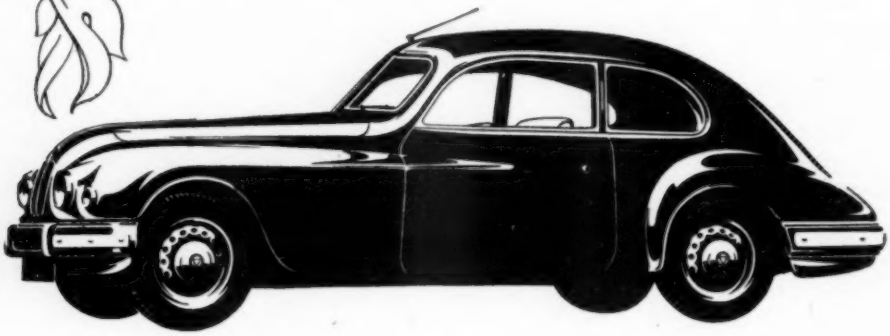

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ASSOCIATE EDITORS
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H. S. LINFIELD

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Publishers:
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In This Issue

Car Testing is a Failure .. 238
Disconnected Jottings .. 240
Weekend Sport 243
Accessories 244
ROAD TEST :
Lagonda Coupé .. 245
NEW CARS DESCRIBED :
Jaguar XK120 Coupé .. 248
Golden Journey 252
Talking of Sports Cars .. 255
Why Caravan ? 257
Winter Recess 258
Caravan Trip No. 1 .. 260
Caravans for All 262
Correspondence 269
The Sport 272

The Autocar
FOUNDED 1895

No. 2883 FRIDAY, MARCH 2, 1951 Vol. XCVI

Between Two Stools

THE proposed Grand Prix formula for 1954—2½ litres unsupercharged and 750 c.c. supercharged—falls unhappily between the existing formulæ 1 and 2, however many things may be said in its favour. By doing so it places the existing formula 2 contenders in a quandary, for adoption would mean, presumably, that formula 2 would disappear, and this would make small-scale organizations like Alta, Connaught and H.W.M. face the big financial guns of Alfa Romeo, B.R.M. and Ferrari, an intimidating prospect for these small but enthusiastic firms.

There is something to be said for selecting a formula that forces existing contenders to produce new designs, because by doing so they all start from scratch. What must be questioned is whether the period beginning in 1954 is too early for this drastic change. In our opinion it is, for it has been very difficult to find enough money to provide G.P. racing under the existing ratings, and it will probably be even more difficult in the future. Now that an encouraging number of makes are facing the starting flag it may be a pity not to give them a further period in which to compete against each other. They have, of course, the remaining three seasons of the existing formula.

If the contention that G.P. racing improves the breed is accepted, then the suggested limits may be deemed quite suitable for the development of touring machines. Contemporary American standards are certainly not catered for, but it is difficult to include a country whose standard of living is such that even in car engines she has a wealth of power to spare. In any case, the U.S.A. shows only small signs of a sporting revival that might lead to G.P. participation. The trouble is, of course, that very few people feel nowadays that racing has much effect on normal design.

One further criticism might be made of the suggested G.P. formula. It takes no account of the gas turbine, nor does it encourage its development in a sporting direction; however, a sub-committee has been formed to study the racing implications of this perplexing newcomer when matched against piston engines.

Self-contained

IF a certain degree of emphasis upon caravans is to be observed in this issue it is fitting, for spring is but three weeks away and holiday lists are already circulating. But, understandably, the caravanner is less excited than most by their appearance, for his means of escape is ever-ready, even for the short weekend. While the same is true of the car, the overnight stop remains something of an expensive drawback to the motorist seeking a two-day break.

It is, we feel, the economy of the caravan that is so appealing in these high-cost days, but its long-standing virtue of independence in accommodation grows no less. Aesthetically, the attractions of intimacy with countryside or seascape are very much the meat of the keen motorist, his car being valued to a considerable degree as the exhilarating means by which their beauties can be enjoyed.

It would be irresponsible, however, to suggest that all is gain in caravan ownership. A certain amount of mobility is lost by towing, and the presence of the van in the rear suggests that main road journeys are easiest. But the wise caravanner plots his routes with such facts in mind, striking direct to his haunts, establishing himself, and then radiating from his caravan. This is probably the best use of a caravan.

Where the caravanner really scores is in the remote districts. The impractical Catering Wages Act has caused a sharp contraction of hotel facilities in such areas, and most visitors must leave early in order to return to dinner and bed. Not so the caravanner. He may have taken a day longer to reach the wilds along narrow approach roads, and he may have to strike for home one day earlier at the end of his holiday. But the intervening time will have been spent in idyllic surroundings, appreciated from the first flush of dawn to the last lingering of the summer afterglow.

Car Testing is a Failure

VANCOUVER MOTORISTS LEARN BY BITTER EXPERIENCE

By Don Smith

I SEE that there have been suggestions in England of instituting a car testing scheme in the belief that this will help to reduce accidents on the roads.

We have a fully fledged car testing system going in this city of Vancouver, on the Pacific coast of Canada, and readers of *The Autocar* might be interested in first-hand experiences with the scheme. Since coming out here from England I have driven both American and British cars and they've all been victims of the inspectors and their little card-punches. I had never encountered all this testing apparatus until I reached the Pacific coast.

The installation of the apparatus costs, needless to say, an enormous amount of money. The cost of upkeep is enormous, too. Wages for inspectors, wages for maintenance staff, wages for clerical staff, upkeep of building—it adds up to a nice figure.

However, if the testing system had really contributed to any lessening of traffic accidents there would have been no kick from motorists. But it has done nothing of the kind.

That outcome was, of course, predicted by motorists who knew what they were talking about. It was pointed out by them to the authorities who were obsessed with the testing idea that 95 per cent of road accidents, or perhaps even more, are caused by the human factor, not the mechanical.

There has, since the installation of the system, been a big increase in the number of traffic accidents in Vancouver. Deaths have risen to such a total that the matter is one of the main problems of the authorities—the same authorities which informed the public that a car testing system could not but help improve road safety.

To be fair, there has in the last few years been a big increase in the number of cars using the city streets and roads. But allowing for that, the testing system has in no way diminished the accident rate.

There is only one way to drive in Vancouver and at the same time have a reasonable chance of avoiding an accident. That is to assume that the pedestrians are not to be trusted and that the next car you are going to meet is one that has just been issued with its testing sticker, signifying that it is in safe condition, and that the driver is taking advantage of that by going faster than he should.

If you proceed along those lines you have a chance of avoiding a smash. The condition of your car has nothing to do with it.

About 65 per cent of cars are rejected first trip, year in, year out. As you have to make the journey down to the testing station every six months, you can imagine the time consumed in the procedure. It is the most exasperating thing connected with driving a car in these parts. It is even worse than the condition of the roads and the parking problem.

Good Business

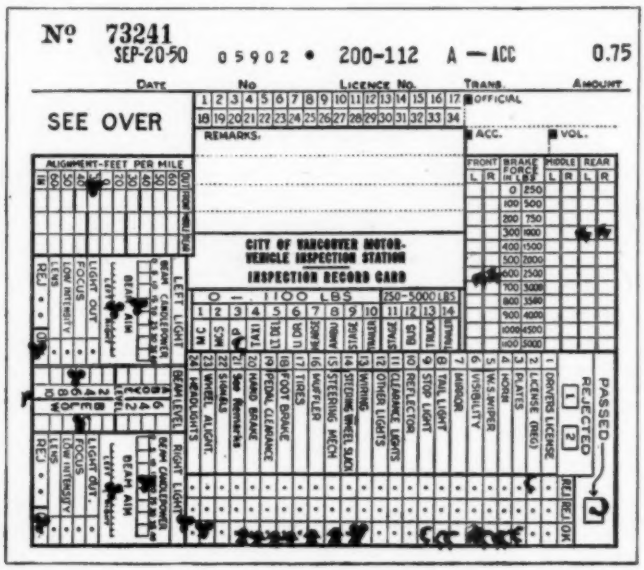
The garages, of course, have done nicely out of the scheme. You are at liberty to take your rejected car to any establishment you care to, but in practice it amounts to taking it to one near the testing station, which is quite a way from the centre of the town. Some of the garages would be faring badly if it weren't for the work provided for them by the testing station.

Your testing card has to be signed by the garage company to which you take the car to have its faults "corrected", signifying that the work has been done; even then the car is put on the testing machines again when you take it back.

There is quite a story behind the requirement that a garage sign the card—one which does a whole lot to expose the whole system. Before that clause was written into the regulations, some bright boys were getting the better of the inspectors very neatly. After having their cards punched in the rejected columns, they hit on a clever little scheme to get around the inevitable rejections for trivialities. They would pick up their test card with the "rejected" punch holes in it, drive around the block, and enter another lane at the testing station, thereby getting a different inspector from the last one. The number of times they got a "pass" mark for the drive around the block became a byword in the city. So the testing authorities added a little space on the card which had to be filled out by a garage, swearing that the work had really been done!

The addition of such an item to the card was, of course, an admission of the inefficiency of the testing procedure. If the machines could not be trusted to indicate whether the work had been done, the right of the same machines to reject a car might well be questioned.

With old cars it is almost an impossibility to get through the testing station without three or four trips. Some of them make as many as ten trips. There is always something "not quite right", according to the inspectors. There is a theory that an attempt is being made to drive old cars from the road, otherwise it would appear



Clearance for a brand new TD M.G. The author points out that the "O.K." punches are a tribute to Abingdon adjustment before despatch. Many new cars are turned down before they have been driven by their ultimate owners.

that some common sense would be used in demanding that the light beam of a twenty-year-old car be such and such, and that the wheel alignment be exactly so-so.

And the new cars do not get through always, either, on the one trip. Not a bit of it. There will be something not quite satisfactory about the beam of the head lights, or the brakes will not be registering just the right shade of braking power in each wheel; any one of the fifty or so items which are on the card may be punched in the "rejected" column.

There is in such circumstances a constant struggle between motorists and inspectors. The inspectors refuse to answer when you point out that the brakes are perfectly good for stopping the car whatever the pointers on their machines may do. They refuse to comment when you tell them that although the steering is a trifle slack on your 1930 Ford A you naturally make allowances for it while driving, and that it never gives any trouble. No discussion can be entered into with these police employees. There is no appeal. That punch mark in the rejected column is final until on re-test one of them deigns to punch in the passed column. So with no one paying the least attention to your protests, all you can do is take the car away, get something done at the nearest garage, and after taking it back to the station get yourself readjusted to different steering.

M.V.I. 2 140M-2-50

IF REJECTED

Make necessary corrections and return vehicle to Inspection Station on or before:—

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THIS IS TO CERTIFY that the necessary corrections to this vehicle have been made.

Signed _____ (Firm or Person)

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Reverse side of a test card, with its space for a garage to certify that faults have been rectified.

Many of the owners of ageing cars are resorting to all kinds of schemes to nullify the harm which can be done by the unreasonable demands of the machines with their pointers. With brakes, some men who know their cars stop about a block away from the testing station, tighten the brakes until it is just possible to drive the car—and then slacken them off again as soon as they get through the test. To such devices is the motoring public reduced when inspectors and their machines, and all the trappings of bureaucracy, enter the picture.

It is important to note that Vancouver is the only city in British Columbia with a testing scheme in operation. The other places let Vancouver try it out, more than ten years ago, in order to decide their course of action by what happened to the accident rate in Vancouver. Not one of the other cities or towns in British Columbia has adopted car testing. . . .

No Thanks

Victoria, across the Gulf of Georgia on Vancouver Island, and the next largest city, has flatly refused to follow the Vancouver scheme. Needless to say, if the testing theory had worked out in practical results, Victoria and the other places would have been quick to adopt it. The fact is, testing just does not decrease traffic accidents. There is no proof of it, but it may actually be adding to them. The motorists who for months have driven at speeds within their braking capacity are tempted to speed up behind the "security" of a "passed" sticker on the windshield, with their newly adjusted brakes all set to help them out if a jam comes. Sometimes a jam does come and they discover once again that accidents in the main are the result of human actions, not mechanical failures.

There would be a wholesale boycotting of the Vancouver testing station but for one thing. That is the fear that if a motorist is involved in an accident, as he may be at any moment in these crowded streets, it will be a damning point against him in court if the police can show that his car had not been passed by the testing inspectors as the law requires. The motorist might not have been in the least at fault in the accident, but that out-of-date sticker on the windshield would be a black mark against him from the beginning. Few motorists are willing to risk that. That is about the only thing—together with the prosecutions for failing to turn up at the testing station—which keep motorists going into those testing lanes. Respect for the scheme is absolutely nil.

The money spent by motorists on the scheme is fabulous, both in testing fees and that paid out to garages. And that at a time when the roads of this city and British Columbia as a whole cannot be put into proper shape because of "lack of funds." Apart from main routes travelled by buses, Vancouver streets are a disgrace to any city worthy of the name. The same applies to the province of British Columbia as a whole. Whole stretches in the interior are not yet even paved. Yet we have this highly "scientific" nonsense operated by the city of Vancouver to the benefit of no one but the employees and garages, and to the exasperation of every man and woman who has ever driven a car into one of the testing lanes.

Fight It

If any real attempt is made to introduce any testing procedure in Britain it should be fought with all the resources at the command of the motoring public. Otherwise motorists are going to be at the mercy of dials and pointers, men with punches, and an examination card with up to fifty different items on it, a rejection mark against any one of which will disqualify the car. In a country where such a large proportion of the cars are now well on in years, the inflexible machines and the bureaucrats with similar minds operating them would have the time of their lives!

Horn—windshield wiper—windshield—rear window—mirror—tail light—stop light—steering wheel slack—steering mechanism—king pins—wheel condition—tyre condition—wheel alignment—foot brake pressures—hand brake—pedal clearance—signalling apparatus—right head light, beam candlepower, beam aim, focus—left head light, beam candlepower, beam aim, focus—silencer—and so on and so forth.

Can the car you are driving today pass in each of those items according to a rigid system of marks?

And do you honestly think you are any more likely to have an accident because it could not get all the punch marks in the right column?

Answer that question and you will have the answer to the value of the mechanical testing of cars as a means of reducing road accidents.

[*The Government is believed to be not unwilling to institute vehicle testing in Britain.*—ED.]

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Operation Hedge

MY New England friend, whom I have mentioned before as being keen enough on the British product—and fond enough of this country—to own a TC M.G. Midget as well as an A.40 Austin told me in a recent letter of a use he had been putting the M.G. to which is new to me. Dividing his lawn from his neighbour's is a tree-hedge of unspecified species, about 12ft high, which took a list after an autumn gale about 25-30 degrees to what he, as a seamenlike type, called "looard."

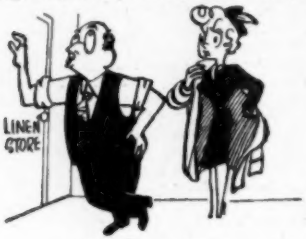
His drill to right it was to use a set of tackle blocks with the M.G. to haul on the fall. Directions are: rig a bridle around the front spring ends at the connection to the dumb-irons, make fast the tackle fall to the bridle—and reverse away with it. You watch the tree come up, stop at the right moment, and guy the tree to a stake with galvanised steel wire. This technique worked extremely well, I gather and a later letter reported good progress.

There's no doubt he's a very practical type, my Connecticut correspondent friend. How would he manage with an i.f.s. car?

✦ ✦ ✦

On the Q.T.

ONE is told various stories by married friends ending with something on the lines of ". . . not a word to Bessie about this." The teller of this one had taken advantage of the wife's absence for the day to clean and wax polish his car. At a crucial stage in the proceedings, when the wax was rapidly hardening, he ran out of clean rags and, in desperation, raided the air-



A few minutes to spare.

ing cupboard, to grab a newly laundered pyjama jacket. Only after the polishing was finished did the enormity of his offence dawn upon him. Then followed hard work with hot water and a well-known detergent. The jacket was dried and ironed with just a few minutes to spare before his wife's return.

At the time of going to press he remains unmasked, though with the feeling that, as in all previous peccadilloes, his knowing partner will find him out.

Of course, there is always the defence about that beautiful new car duster which ended up rubbing the floor!

✦ ✦ ✦

For Comfort's Sake

HEATERS in British cars have improved out of all knowledge since they were an innovation as standard fittings just after the war and I am not proposing to tilt at them except to remark that they are apt to take too long to reach working temperature in cold weather; that is a criticism of the car's cooling system

Improved out of all knowledge.

rather than of the heater installation. What I am noticing particularly of current examples, however, is the comparative complication of their controls, which are now forming a sub-control panel supplementary to the car controls on the facia. You have to study the handbook quite closely to find out what they are capable of in various positions of their temperature and air entry regulators, to provide varying degrees of interior heating and windscreen demisting and de-icing. I suppose this is inevitable if they are to be capable of adjustment to prevailing conditions and not just to shove in maximum heat or fresh air.

✦ ✦ ✦

Street Lamps

WHAT purpose is served by allowing street lamps to shine upwards? I have often asked myself this as I have been driving along, semi-dazzled by this curious habit. I can understand it in very built-up streets, where the upward shining light might illumine the occasional elegant cornice, or where the general reflection from walls might add to the overall illumination. But where there is nothing above but space it seems a mere waste of light that might be deflected downwards by reflectors, to the benefit of the road user. In making this criticism, I am not referring to the "Fanny by Gaslight" type of lamp; that, poor thing, is beyond redemption in its Victorian monstrosity of design. No, many modern lamps are allowed to dissipate their candle-power upwards, and very rarely is any attempt made to reflect mercury discharge lamps. Is heat the reason?

✦ ✦ ✦

New Car, Mein Herr?

AMONG the scores of journals which find their way to *The Autocar* offices is that of the Association of British Motor Clubs in Germany. Very heartening it is, too, to see just how many thriving clubs there are.

It was, nevertheless, something of a shock to see a large advertisement for a German dealer offering prompt delivery of the Austin A.40 sports and extolling the model's virtues in the pre-war manner.

It makes all the difference when you are more than "three miles out."

✦ ✦ ✦

Cat v. Convertible

A MIGHTY clapping of hands and a volley of coarse threats from a neighbouring garden indicated that once more Mr. X had found one of the weightier sort of cats roosting on the mohair roof of his coupé. A nightly convention of these animals, I understand, has produced a considerable sag.

A colleague recalls that he was once kept awake all night by the most infernal noise from a regiment of cats in the mews below his flat. His parked car seemed to be the centre of it. About

On the mohair roof.

2 a.m. the outcry, which had worked up to a heart-rending pitch of grief and yearning, ceased in a furore of battle cries. It must have been about then, he discovered the next day, that they had been able to claw their way into the car via a shattered sidescreen and get at a fine pair of kippers in a forgotten shopping basket.

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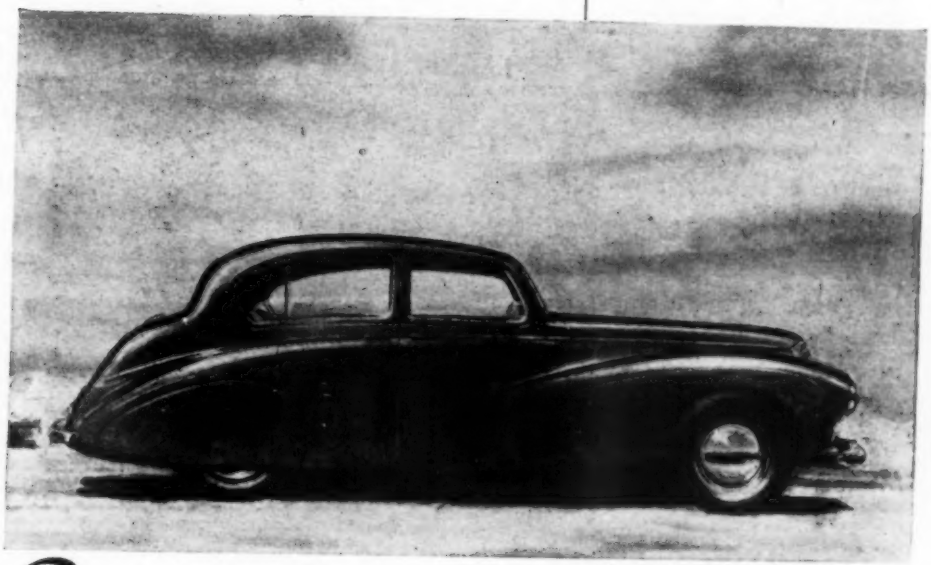
90

SMOOTH
New independent front suspension.
Long wide rear springs
with perfect shock damping.
A revelation in smoothness
and stability.

SPEEDY
New powerful overhead valve
engine.
Quick getaway
and dynamic acceleration.
High maximum speed. Great flexibility.

SAFE
Powerful hydraulic brakes.
Precise needle eye steering,
with wide vision front and rear.
Rigid all-steel body.
An exceptionally safe fast car.

SUPREME
by international repute for its
successful performance and modern
conception.



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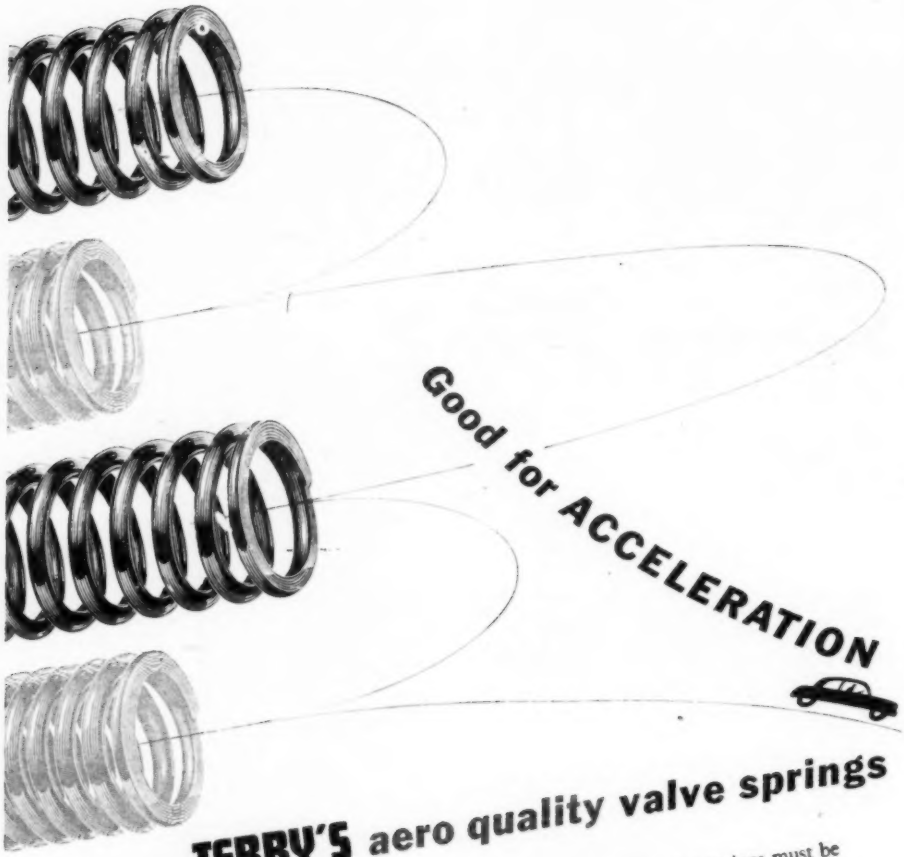

TERRY'S aero quality valve springs

To be quick off the mark your valve springs must be in a condition to operate the valves efficiently. Otherwise much of the power needed for rapid acceleration will be lost. It is a wise rule therefore to renew valve springs at regular intervals. Be careful though to specify Terry's, they are the experts' choice.

TERRY'S CAR ACCESSORIES

Terry's Ignition Tool is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6d each.

The "Terry" Valve Spring Lifter and Compressor. Reversible jaws have a parallel lift from 0 to 5¼in. and lock at every point. Capable of 200lb. pressure. 15/- each.

Battery Terminal Remover, strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each

HERBERT TERRY & SONS LTD REDDITCH ENGLAND

P5

NEWS and VIEWS

BUGATTIS AGAIN — CAPE RALLY ENDS

Royal President

H.R.H. the Duke of Edinburgh, K.G., has consented to become the new president of the A.A. Since 1945 the office had been held by the late Duke of Devonshire.

Swedish Ban

UNLIMITED import licences for cars going to Sweden will cease from April 1, according to a report in the *Financial Times*. This is because of the immense import of cars in 1950 and the necessity to use currencies for other purposes. The restrictions on imports have not yet been settled.

Bother You, Bill!

NEW cars for the use of civil departments are ordered only when a post-war car has been damaged beyond repair. The Minister of Supply stated this in answer to a Member who asked the Minister to refrain from ordering post-war cars as replacements in order to back up the spirit of the agreement with the industry as regards the public.

Emergencies Abroad

OWNERS of Standard and Triumph cars touring abroad this year may again make arrangements with the manufacturers to obtain spare parts overseas, postponing payment until it can be made in sterling in this country. Information on the service, and advice on preparing a car for touring, are included in a special booklet available from the company in Coventry.

Geneva Outlook

ON Thursday, March 8, the Geneva Show commences, and indications are that it will have more than usual interest. A larger engine is to appear in the export version of a British roadster, and the European creators of smart coachwork have been busy on the best British sporting chassis. A full report of the show will appear in *The Autocar*, March 16.

The show will be opened in the presence of the President of the Swiss Confederation, Federal Councillor Edouard von Steiger. After the traditional lunch at the Hotel des Bergues the guests will watch a procession of the latest models, and at about 4 p.m. the official visit to the Salon will take place.

Coincident with the show period the Geneva section of the Swiss Touring Club is holding a safety drive, with the aid of leaflets, car stickers, and banners, and road safety slogans will be imprinted on all mail posted in Geneva during the show period.

New Bugattis

TWO new models in production before the end of this year is the latest hope from the Bugatti company, whose premises were so very severely damaged during the war. A Type 100 is intended to replace the former 57 and a smaller car with 1,600 to 1,700 c.c. engine capacity is also planned.

The Type 100 is reported to have a 3,300 c.c. supercharged engine, with twin overhead camshafts and dual Italian carburettors, developing 50 h.p. per litre transmitted to the road via a five-speed gear box. Its dimensions will be similar to those of the 57, but with more space and improved suspension; it will be more silent in operation. The smaller car is in a less advanced condition but it will also have a twin o.h.c. supercharged engine.

For some time the factory has been producing only mechanical parts having no connection with the motor industry, but it has now built up a stock of parts for the 57 and is able to meet requirements. The Molsheim works are under M. Pierre Marco who, some years ago, figured prominently as one of the *marque's* racing drivers.

While coals go to Newcastle export cars pile up at the docks. This will result in more cars for the home market in the immediate future, but is not expected to affect the total home allocation for the year.

Girling Belief

GLOOM was definitely banished from the Grand Hotel, Birmingham, last Friday evening when Girling, Ltd. entertained a 400-plus party of their customers, suppliers and the Press to dinner, an excellent cabaret and dancing. Speeches were only two, the chairman, Alex Fraser, proposing the toast of the guests in the broadest Scots, and G. W. Harriman, of Austin's, replying on their behalf. Alex Fraser's theme was that Girling believes in Britain, and the menu carried the apt quotation from Emerson, "Let who will fail, Britain will not."

ONE FOR THE SHELF?

THE long-awaited report of the London and Home Counties Traffic Advisory Committee has been made to the Minister of Transport, and contains many recommendations with which motorists who suffer London congestion will concur. There is, however, little likelihood of any of them being carried out, although it would be typical of the official mind if it jumped at the suggestion that parking meters should be tried, for the money comes in through the meter instead of going out. This cynicism is more forgivable if it is remembered that a committee sat for many months on petrol stations some time ago. It reported eventually, and recently it was officially announced that the recommendations had been shelved. *Sic transit?*

Main recommendations of the recent report are that parking places should be provided off the street, over and below ground if necessary, grants being made from central funds (blessed phrase!); unilateral waiting should be introduced within a mile of Piccadilly Circus, and road repairs should be speeded up. Last on the list as quoted by the Ministry of Transport is "Major Road Improvements." The position could be more than coincidence.

This elegant 20-lire commemorative stamp is to be issued at the time of the 33rd Turin Show held from April 4-15.

Guide and Handbook

THIS year's R.A.C. Guide and Handbook is now available to members for 3s 6d and to others for 5s. It has the usual alphabetical list of towns with information about hotels, repairers and general information, with a map section at the rear.

NEWS and VIEWS . . . . . continued

Mmes. G. D'Ieteren and Marc de Lumen (Belgium) arrive at Pretoria in the Cape Rally with their class winning Volkswagen.

9,000 - MILE CAPE RALLY ENDS

LAND ROVER WINS CLASS : 35 DRIVERS FINISH

COMPETITORS in the Algiers-Cape Rally arrived in Cape Town at the end of last week after completing their 9,000-mile journey. One driver, with special permission, reached South Africa before the main body—Jan Gleisner, the only South African entrant, driving a South African-assembled Ford. His car carried 1,800lb in weight, consisting of spares, extra petrol, oil and water, other stores (all laid down in the rules of the rally) and two co-drivers, Mrs. R. M. Lloyd-Davies, and Mr. U. S. Myers.

Reports from places all down the route indicated that the roads in the British territories (which are usually not very good) are far better than those anywhere else in Africa. Although most of the cars got through, a high proportion had plenty of misfortune. Mrs. Lloyd-Davies said that the longest drive they made lasted 23 hours. Between Nia-nia and Stanleyville, in the Belgian Congo, she said she had made a 200-mile hitch-hike with a broken gear box. She returned with it repaired and the car continued normally.

To the Promised Land

By the time the competitors reached Elizabethville, they were looking forward to South Africa's tarred roads as a "promised land." All of them were bitterly disappointed in the exceptionally bad roads of the Southern Congo—since they were given information that they would be good. Many cars suffered broken springs. In all bad areas, members of factory teams enjoyed a big advantage over private entries. Factory cars were virtually garages on wheels, equipped to deal with almost any likely breakdown.

But the promised land was also a delayed one. The cars were due to enter the Transvaal on Sunday and the administrator of the province, Dr. William Nicol, a former Predikant of the Dutch Reformed Church of South Africa, refused to allow rally drivers to pass through then. Representations by Sir Alfred Hennessy, president of the Royal Automobile Club, and Commander J. W. B. Holmes, chairman of the organizing committee handling the rally in Southern Africa, were of no avail. As a result arrangements were made for the drivers to stay an extra day at Livingstone.

A Willys Overland driven by two Americans, Mr. and Mrs. Brush, was unfortunate and lost many points. In the desert their engine caught fire and they spent two and a half days stranded before a passing competitor delivered a message to the nearest repair point. Another two and a half days were spent towing and repairing the car. At that particular garage no suitable carburettor was available, with the result that its speed was reduced to 40 m.p.h.

Some Privileges

Despite the Transvaal Sunday ban, customs and immigration authorities co-operated to the full by opening specially the Beit Bridge frontier barrier at one minute past midnight on Monday, February 19. Many of the cars had serious accidents and the occupants were lucky that none was fatal. At least six, including the three military jeeps, had crashes in which the cars turned over. All of them were repaired at local garages and were able to continue—which indicates the improvement in recent years in African garage facilities.

The British Land Rover driven by two French brothers, Raymond and Robert Lapalu, had been well in the forefront all the way and won its class as well as being third in the general classification. The brothers entered in a team with a Ford Jeep, driven by M. Des Parmet and M. Aubert. Neither car had mechanical trouble at any stage, although both were delayed for short periods by punctures.

An application was made to the S.A. Postmaster-General to be allowed to make use of amateur radio enthusiasts to keep the Rally organizers informed of the competitors' progress. This was refused but preferential treatment for all other types of communication was granted.

The drive from Pietersburg to Pretoria was a pleasure for all the drivers, since the road now has a billiard table tarmac surface. On arrival all the cars were repaired at a big garage in the city.

The first two to arrive were a French Peugeot 203 and the Land Rover, both of which were in showroom condition. Two other cars in excellent shape were the two smallest in the Rally—a baby Renault and a German Volkswagen driven by two Belgian women, sixty-three-year-old Mme G. D'Ieteren and Mme Marc de Lumen.

A Delahaye which had followed the most difficult route and which gained maximum points as far as Livingstone, turned over three times in the Northern Transvaal, despite the good roads. The driver and two other occupants were slightly injured, but they were able to get the truck back on its wheels again. M. Lagarde, the driver of a small Renault, said he had needed a spare part at Potiskum, Nigeria. As it was not available he loaded his car on a lorry and had it taken 288 miles to Fort Lamy, in French Equatorial Africa. When the control officer at Fort Lamy told Lagarde he was out of the running because his car had not travelled beyond Potiskum under its own power, he drove it back there and returned normally to Fort Lamy. The Demazieres (father and son), driving a Delahaye truck, slid into a ravine 300 feet deep in the Belgian Congo. About a hundred natives pushed the car back on to the road!

Two Lancias, driven by Christillin and Gatta, aroused great interest. They had rubber bumpers, sheet aluminium bodies, air conditioning, aeroplane type seats and sleeping couches.

Capt. Monnier won the general classification in a Delahaye and Mario Veglia, Jeep, was second, winning his class in addition. Madame Gabrielle D'Ieteren, Volkswagen, won the third class. Team prizes were carried away by the French military and government teams.

A1 Passes On

REGISTRATION number A1 has at last changed hands. For many years it was owned by the late Mr. George V. Pettyt, once in charge of Maude's Motor Marts in various centres and ultimately the manager of Exeter's City Garages, who retained it by paying the necessary fee when he registered a new car. Mr. Pettyt bequeathed it—and the Sunbeam-Talbot on which it was proudly displayed—to his friend Mr. Trevor T. Laker, sales director of the John Bull Rubber Company. Mr. Pettyt requested his friend to retain the number for his own use throughout his life, and then, without creating a trust, to instruct his executors to sell it and give the proceeds to any institution interested in the care of dogs.

A1 must be a coveted number, and it is an interesting example of curio value. Years ago, Mr. Pettyt offered it to the Editorial Director of *The Autocar*, generously suggesting that in his capacity of editor of the leading motoring journal it ought to be his. But an offer of £10 for the number proved unattractive to the owner, who replied that he had already been offered £1,000 for it! Most motorists would agree, however, that such a value placed on an object of no intrinsic worth was, in the current jargon, severely inflationary. By coincidence, however, the link with this journal has not quite snapped, for T. T. Laker was at one time the advertising manager of its sister journal, *The Motor Cycle*.

A1 was originally owned by Earl Russell, who obtained it in 1903, and it was acquired by the chairman of the L.C.C. before passing to Mr. Pettyt.

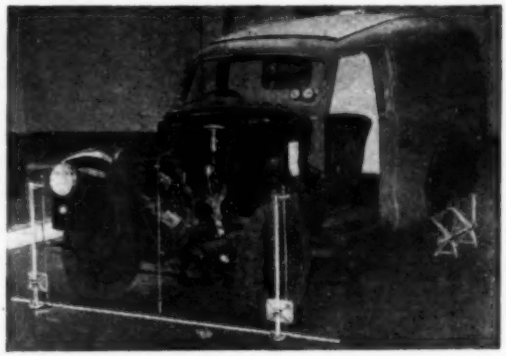

Illustration to the left shows the gauges in position for checking alignment on a damaged chassis and below, in position for correcting headlamp beams.

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HARRISON WINS KITCHING TROPHY

FIRM GOING IN NORTH MIDLAND M.C. TRIAL

THERE was a dual triumph for T. C. Harrison in the Kitching Trophy Trial of the North Midland M.C. on February 25, for besides winning the premier award, his own car and that of K. A. Scales, winner of the visitors' cup (the Parker Trophy) were Harfords, the Harrison version of an "1,172 c.c. Spl."

The event was run off in the Buxton district, the observed sections were of an earthy nature, the earth being firm and giving good grip, and the more able competitors were able to whistle round the course in good style. Competition on a timed basis was very stiff, however. Hills were divided into sections, and most were of the up-and-come-back-again type; cars were gathered in a bunch at the top until one failed and then sent down as a batch (a good system). Marshalling was effective, and though the last hill was omitted the trial seemed to run late because of those cumulative delays in letting down and pumping up tyres as much as for any other reason.

Parson's Precipice is an earth hill, prefaced by an awkward turn in a muddy patch and through a gap in a stone wall, thence up a long slope marked in sections. Early on, Harrison and R. W. Phillips showed fine judgment and placing of their cars and climbed at speed, and many others followed in style. Ghost Quarry is another earthy slope, taken from a near start, and therefore favouring cars able to jump off the mark smartly. The third hill, Hanging Flat, is a spectator's joy. A steep lane has a sharp hairpin which cannot be taken fast (or at all in a big car), as was demonstrated by a Dellow which struck the outer wall as many did, rebounded and nearly went off the inside over a steep slope. Rather a near one. H. H. Cryer also struck the wall, leaped high, but bored on with *sangfroid* and *pied de plombs*.

A test—stops, starts, reverse, barrel-bashing and sprint—was unusually spirited: all were out for f.t.d., not just for negotiating everything safely. All hands were needed to restore the buoyage after A. Pownall's big V8 Rojah had passed, and the most nippy were garnering the odd flag.

The Beanstalk is a long climb up a track, on this day not troublesome, and the trial concluded with Dirty Lane and Pilsbury, a climb quite half a mile long. The surface here was much wetter—there seems to be a spring—and water was carried up from a deep watersplash (not an observed section) at its foot. The day was not one for family cars, of which there were one or two, or for big trials specials, handicapped by Hanging Flat and the special tests, but two M.G.s in the standard car class did quite well for their awards. With the ground of such firm consistency, the course was not difficult, but every section gave scope for neat and judicious handling and had traps for the unwary.

Just about to tackle the muddy bend on Parson's Precipice—R. W. Phillips and the Javelin-engined Fairley in the Kitching Trophy trial.

PROVISIONAL RESULTS

1. **Kitching Trophy:** Harford II (T. C. Harrison), test time 34.2s. 0 marks lost.
2. **Parker Challenge Trophy:** Harford I (K. A. Scales), 35s. 0.
3. **Nobel Trophy:** Kemp (A. W. Lilley), 38.9s. 0.
4. **Senior Trophy:** Bancroft (R. A. Hookinson), 36.4s. 6.
5. **Albury Trophy:** Fairley (R. W. Phillips), 32.1s. 8.
6. **Souvenir Award:** Ford (J. Clegg), 34.4s. 8.
7. **Souvenir Award:** Austin (W. L. T. Winder), 37.4s. 8.
8. Ford (Miss B. Kemble), 42.2s. 8; 9. Clegg (A. A Butler), 33.7s. 10; 10. Wharton (A. M. Beardshaw), 34.1s. 10.

Standard car class: 1. **Harrison Trophy:** M.G. (R. Oazes), 34.8s. 26. 2. **Souvenir Award:** M.G. (P. H. Dickinson), 39.8s. 26. **Team Award:** T. C. Harrison, K. A. Scales, Ford (M. Wilde). 64 entries; no non-starters.

Jacobean Quagmire

FEBRUARY must have been unique as a month for trials, for the persistent and penetrating rain made many an easy course difficult and many a stiff one impossible.

So it was with the N.L.E.C.C.'s Jacobean Trophy Trial, held last Sunday in fine weather, but on a course which was, in all its sections, a complete quagmire.

Start was at Hertingfordbury, whence competitors proceeded to a series of three watersplashes before going on to the special test—with delightfully soaked brakes which produced some amusement as a result of miscalculations of braking distances.

On Thrift, that followed—a long, flat stretch of mud terminating in an uphill chalky cart track—the larger cars suffered the worst in the mud, for power seemed of little avail, but weight proved a marked disadvantage. Particularly meritorious, therefore, was D. D. Render's attempt, for Render was the only driver of a large car to succeed.

After lunch, King's Hill came first, but delay resulted from the unexpected presence of a motor cycle club using the same hill at the same time. Then came Queen Hoo, consisting of an important but unusual test over muddy ground which involved plenty of shunting into bays, but no timing. Notable performances were made here by M. H. Lawson (Lotus Spl) and P. D. C. Brookes (E.R.P.).

Last Hope comprised reversing up one side of a valley, then driving down and up the other side, and it was soon realized that only by approaching the reversing section on the right side could success be achieved. R. N. Richards (R.B.W.) mastered it beautifully, whilst A. E. Rumfitt (Cotton Spl) made the whole thing look far too easy.

Finally came West End, which many had to tackle in the dark, but little difficulty was experienced other than with the deep rut to one side which, once entered, was left only with assistance.

First hazard in the Jacobean Trophy trial last Sunday was the formidable ford at Three Waters; here is C. J. M. Abbott breasting the waves in his 1,090 c.c. Austin.

PROVISIONAL RESULTS.

Jacobean Challenge Trophy: Lotus 1,172 (M. H. Lawson).

First-class awards: 1 (runner-up), B.B. 1,172 s (B. Blundell); 2, E.R.P. 1,172 (P. D. C. Brookes); 3, Cotton 1,172 (A. E. Rumfitt); 4, Harford 5,622 (D. D. Render).

Second-class awards: 1, Fallow 1,172 (E. H. Manners); 2, Dellow 1,172 s (E. V. Vero); 3, Bartlett 1,172 (J. C. Smith).

54 entries; 3 non-starters; 3 non-finishers.

ACCESSORIES

LUGGAGE ON THE ROOF

IMPROVEMENTS to the Berkshire roof luggage rack, which increase the ease with which it can be fitted, have been adopted by the makers, The Houdaille Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middlesex. The rubber suction cups which form the feet of the rack, preventing it from making little shifts and bounces, can now be mounted anywhere along the front or side rails; and the feet are also adjustable for height, so that the flat-floored rack may be as close to the curved roof as possible. Luggage is held against side and end strains by the upper members of the rack, which is light and strong, being of steel tubing with welded joints. Securing straps are also strong, and the suction cups are large.

There are two models, one for small cars at £5 5s and another for larger cars at £6 6s.

CAR HEATER

AN interior heater at a modest price is a device which many owners would be glad to have, especially if it is easy to fit. The Cosmic heater should, therefore, have a good reception. It is essentially simple, consisting of a baffle attached to the radiator and a flexible duct to carry the fresh air which has been warmed back to a butterfly throttle on the instrument panel or toe-board, whence the air issues controllably into the interior of the car. So long as the baffle can be situated clear of the engine fan, the device can be fitted to practically any car.

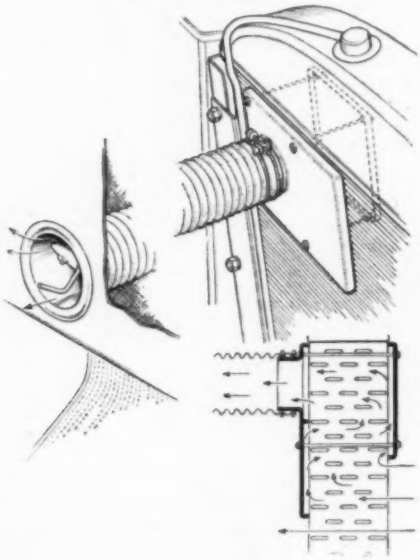
The small front baffle plate is placed in a corner at the front of the radiator element, and is attached by slender bolts passing through to a wider baffle plate at the back. The back plate has a deflector rib, arranged so that the air during motion must swirl through a labyrinth of radiator tubes and carry the warmth from them, instead of passing straight through from front to back.

The hose is carried back as straight as possible to the hole in the facia panel or toe-board.

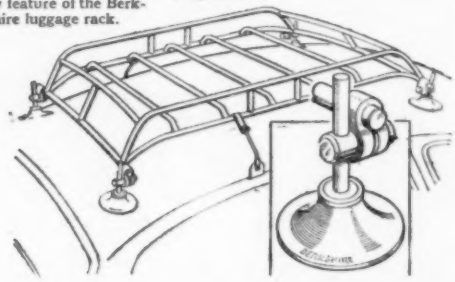
This device operates only when the car is in motion, and it is necessary to open one window slightly in order to allow the warm air to flow. The warm air is fresh, and it is claimed that the device can raise the interior temperature to as much as 25 degrees above outside temperature.

A short trial of the equipment showed that it is quite effective within its scope, despite its simplicity. It is made by Cosmic Car Accessories, Holyhead Chambers, Holyhead Road, Coventry, and costs £3 10s.

This neat cooker, designed for use in caravans, is manufactured with cream-and-black finish. It is made by Bottogas, Ltd., of 7, Woodstock Street, London, W.1, and is called the Royston. It costs £15.



Left: The Cosmic heater, with the paths of the air to and fro through the radiator block.



Feet adjustable for height and made to fit anywhere along the bottom rails are a new feature of the Berkshire luggage rack.

The Muhlex lighter in use.

STRONG LIGHTER

A STURDY cigarette or pipe lighter, the Muhlex, is being made by Shaw, Son and Co., 43, New Cavendish Street, London, W.1. It has a large chromium-plated fuel container, filled with wadding and giving a supply that lasts a long time, and is attached to the windscreen or a polished facia by a rubber sucker. Housed in a passage in the container is a metal "match" with steel top and wick at its head; this is withdrawn and "struck" on strip flint on the top of the container. The lighter costs £1 10s.

The device is strongly made, with good plating, and burns with a strong flame which is not easily extinguished by draughts. It could be called a heavy-duty lighter.

SEALING COMPOUND

A PRODUCT developed for industry and widely used in car body construction is now being produced in 2s and 3s tubes for the motorist. Seelastik is made by Expandite, Ltd., Cunard Road, London, N.W.10, a firm who specialize in "joints which move." The tubes have their own permanently fixed nozzles, under screw caps, and the sealing compound is therefore easy to apply.

Seelastic never dries fully but forms a skin under which the compound remains resilient to resist moisture without cracking. It is vegetable oil based, but permanent, and its uses include domestic applications like sealing skirting boards and behind sinks, as well as sealing windscreen mountings and other car body leaks.

The Autocar ROAD TESTS

DATA FOR THE DRIVER

2½-LITRE LAGONDA

PRICE, with drop-head coupe body, £1,970, plus £547 19s 5d British purchase tax. Total (in Great Britain), £2,517 19s 5d.

ENGINE : 22.6 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 78 × 90 mm, 2,580 c.c. Brake Horse-power : 105 at 5,000 r.p.m. Compression Ratio : 6.5 to 1. Max. Torque : 133lb ft at 3,000 r.p.m. 18 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 30 cwt 1 qr 21lb (3,409lb). LB. per C.C. : 1.32. B.H.P. per TON : 67.34.

TYRE SIZE : 6.00 × 16in on bolt-on steel disc wheels.

TANK CAPACITY : 19 English gallons. Approximate fuel consumption range, 18–20 m.p.g. (15.7—14.1 litres per 100 km).

TURNING CIRCLE : 38ft (L and R). Steering wheel movement from lock to lock : 2¾ turns. **LIGHTING SET** : 12-volt.

MAIN DIMENSIONS : Wheelbase, 9ft 5½in. Track, 4ft 8½in (front) ; 4ft 8½in (rear). Overall length, 15ft 8in ; width, 5ft 8in ; height, 5ft 4in. Minimum Ground Clearance : 7in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10–30 sec	20–40 sec	30–50 sec
4.56 to 1	12.1	12.1	12.8
6.06 to 1	8.6	8.6	9.1
9.02 to 1	5.6	5.8	6.7
13.30 to 1	4.3	—	—

From rest through gears to :—

	sec		sec
30 m.p.h...	5.8	60 m.p.h...	18.8
50 m.p.h...	12.7	70 m.p.h...	26.6
		80 m.p.h...	40.8

SPEEDS ON GEARS

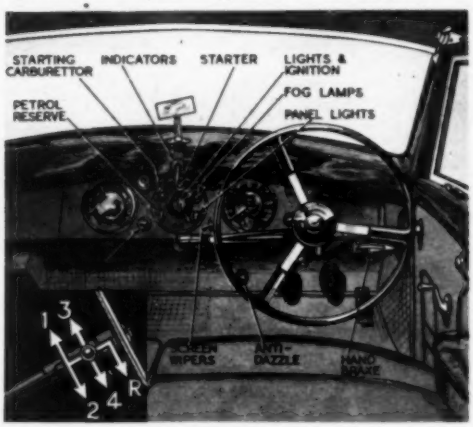
(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	26—34	42—55
2nd	40—50	64—80
3rd	56—77	90—124
Top	84	135

Speedometer correction by Electric Speedometer :—

Car Speedometer		Electric Speedometer m.p.h.
10	=	6.5
20	=	16.5
30	=	26.0
40	=	34.0
50	=	43.0
60	=	51.0
70	=	59.5
80	=	67.0
90	=	75.0

WEATHER : Damp surface, cold ; wind negligible. Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of January 10, 1947, and October 15, 1948.



The drop-head model of the 2½-litre Lagonda is an example of traditional British individual coachbuilding which achieves dignity combined with a touch of the modern appearance.

No. 1423: 2½-LITRE LAGONDA DROP-HEAD COUPÉ

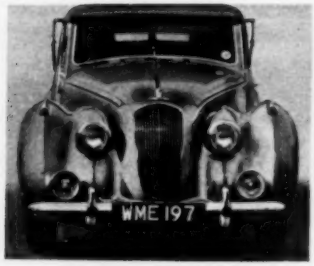
APPROACH to the Lagonda, not for the first time as a type but now in the shape of the drop-head coupé, is made in the knowledge that it is one of the more interesting designs of the day and, of course, one of the upper price British cars hand built in limited numbers as a highly individual car. The chassis itself is unusual in consisting of a true cruciform, the main members being formed into an elongated X. Also it is the only example of British production car for touring purposes to have independent rear as well as independent front suspension, whilst the twin overhead camshaft six-cylinder engine is one of the finest extant examples of British high-efficiency quality design.

A car selling at the price of the Lagonda has to make out an above average justification for itself. The assessment, however, cannot be attempted in terms of performance alone, high though that is. A good deal that is abstract, or at all events not measurable, is obtained by the buyer of this calibre of machine. The name is a good one, it has gained further credit to itself since the war with an entirely new design and a different organization behind it, and apart from the more practical considerations there is a cachet value attaching to such a car.

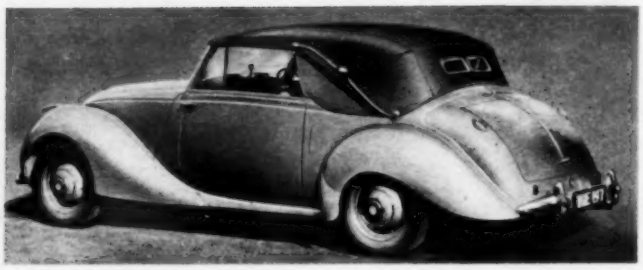
From the purely practical viewpoint the machine feels unusually solid and as if it would stand a great deal of hard work, although again such points as these are incapable of being measured, or even really effectively judged, within the limits of road testing experience. The car tested, showing over 14,000 miles on the mileometer, had seen appreciably more service than the general run of those presented for this purpose. What is ascertainable is that with a quite large and by no means light body built on fully touring lines the engine is able to propel it with a notable feeling of satisfaction to the driver and passengers up to speeds of about 85 m.p.h., and more for those who are interested, where room exists to build up speed. Within the distance available for recording maximum speed—approximately 1.25 miles—the top figure seen was 84 m.p.h. true reading, but it may be noted that the saloon model of otherwise indentical specification, tested by *The Autocar* in 1949, attained 91 m.p.h. true speed. For some reason the present coupé had an excessively optimistic speedometer, which, again, did not apply to the saloon previously tested.

As is well known, the same engine as is used in the Lagonda is fitted in the companion Aston Martin, a lighter and more nearly streamlined car which has a tremendous performance for those who want a sporting type of vehicle. The Lagonda, therefore, can be content with a more subdued all-round performance in keeping with a different style of bodywork that gives full seating space.

A 2½-litre engine that is quiet and also entirely tractable



The radiator grille has a vertical motif in contrast with the horizontal style now common. The bonnet, which may appear from the use of a central decorative strip to be divided into two sections, is of one-piece design.



This view of the Lagonda emphasizes the marked downward slope of the bonnet, a considerable aid to forward visibility. Twin fuel tank fillers are provided, and the lighting equipment includes a centrally placed reversing light. The rear wheels are not enclosed and slots to aid brake cooling are formed in the hub plates.

ROAD TESTS . . . continued

and flexible on top gear, and does not pink to any noticeable extent even on low-octane Pool petrol, is by no means large for so substantially built a car as the Lagonda. The result is that revs need to be maintained by making use of the gear box. It is an engine that seems to delight in revving and that "comes to life" at 2,500 to 3,000 r.p.m., going on happily then up to the 5,000-plus region. Therefore, speeds on the indirect gears can be unusually high, and there is no mechanical fuss at even 70 m.p.h. on third gear, for instance. Given less use of the gear box the car is still remarkably pleasant to drive and the minimum top gear speed from which it will pick up smoothly is as low as 6 m.p.h.

This is a car seen at its best on a journey of some length, cruising happily as fast as the road will permit up to its limit, and putting over 50 miles into an hour with ease on any route that gives it a chance. Therein is the Lagonda's true value, which is not to imply that it is not suitable for quieter motoring and everyday in and out of town use. It is entirely amenable to close traffic conditions of driving, but, again, for brisk response from low speeds the gears must be used. Whatever this car is doing, running at speed on a main road, being driven leisurely in urban districts, or taken swiftly and satisfyingly up a by-way hill with sharp corners and a gradient in the 1 in 6 region, there is an abiding satisfaction in the way it operates and handles and in its response to the type of driving that derived the best from the great vintage cars of the past.

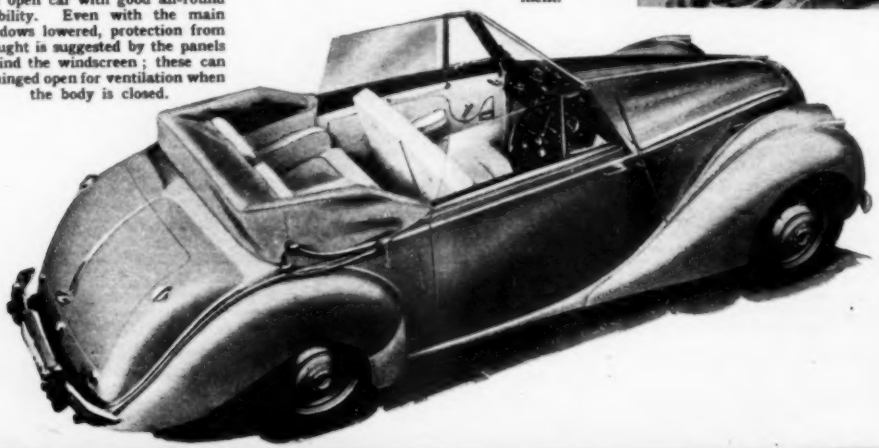
An illustration of the difference that can be made to the results obtained according to the method of handling was seen clearly on a stiff hill off main roads, where the response was comparatively sluggish after a sharp corner was taken on second gear, and to have employed first and utilized the engine's revving capabilities would have been the most effective way to tackle this particular hill. On another somewhat similar gradient where a faster approach was possible a lively climb was made on second throughout.

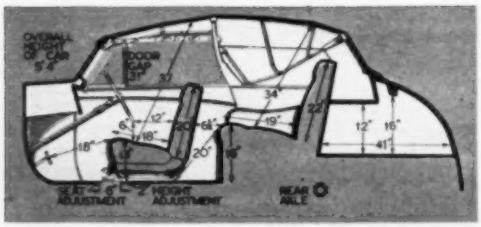
The handling characteristics of a car that has independent rear springing by torsion bars, as on the Lagonda, in addition to i.f.s. by coil springs, are of great interest. Basically, it is extremely stable and liberties can be taken with it on bends without getting into trouble. It is not by any means easy to judge what are optimum speeds for given bends in, say, the plus-60 m.p.h. region, but unquestionably there is real stability, and very little body roll or tyre scream is experienced. The rack and pinion steering has a great deal to commend it, not being heavy at any time, having pronounced caster action, being quite high geared for these days, and thus giving a quick response and an invaluable impression of providing safe control. It is steering that can be said to be virtually free from vices.

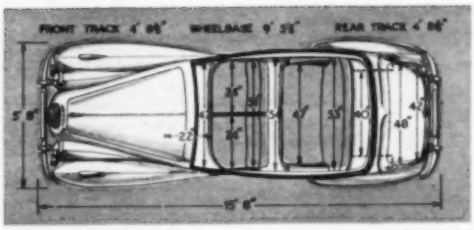
An impression was gained that the suspension was firmer by comparison with that of the saloon model tested in 1949. Riding over a variety of surfaces is extremely satisfactory, and back seat passengers experience at all times practically as high a degree of comfort as those in the front seats. During a comprehensive test in which a good deal of high-speed driving was included, and a considerable proportion of the time spent on wet roads or in heavy rain, the car handled with exemplary steadiness, promoting confidence, and the hydraulically operated brakes had their due share in main-

There is considerable luggage space. Also seen are the stowage of the jack and the spare wheel lowered ready for use. It rests normally on a tray which is released through a trap door in the floor of the luggage compartment.

The head furls neatly and is enclosed in an envelope, forming a fine open car with good all-round visibility. Even with the main windows lowered, protection from draught is suggested by the panels behind the windscreen; these can be hinged open for ventilation when the body is closed.







Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

taining these favourable impressions. Fairly appreciable pedal pressure is required for maximum braking, but the retardation is obtained smoothly and surely.

The steering-column gear change is a good one of its kind. The synchromesh on second, third and top gears is of the first-rate baulking ring type, and quick changes can be made without overriding the synchromesh. To keep the clutch pedal depressed in a traffic halt requires rather more pressure than is usual today.

The driving position is well arranged with a spring-spoked steering wheel of a plainer and more functional type than is common today, well suited to this kind of car, and it is set at a very satisfactory angle. The left-hand wing is just

Unpleated leather upholstery is used and the seats are extremely comfortable. For the front seats there is the valuable provision of an adjustment for rake in addition to the usual fore-and-aft adjustment.

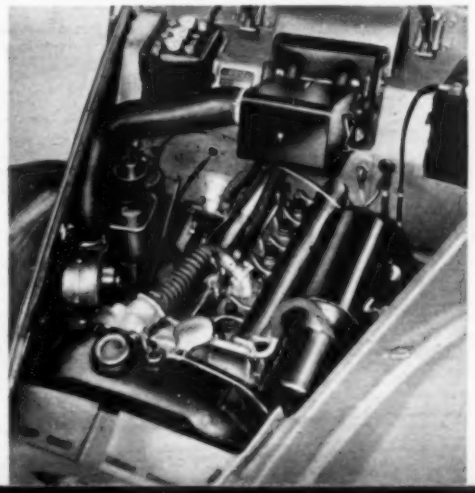
within view and outward vision to the front is very satisfactory. In addition to the fore and aft adjustment of the front seats there is a most useful adjustment for height and rake. The back rests extend well up the shoulders, although, as so often today, more lateral support would be acceptable, especially to the passenger.

As regards rear quarter and full rearward vision with the body closed, the drop-head coupé shows the faults of its type rather sharply, and the view given by the driving mirror through small rear windows in the head is not really adequate. Some inconveniences attaching to this style of body are probably acceptable in return for the benefits of open car motoring in suitable weather, to those to whom this style still appeals. The head is a fairly large and heavy one to manipulate, and opening and closing it cannot be said to be really a one-man operation. Luggage space is useful. The rear seats are most comfortably upholstered, and they have a central folding armrest. The heating and demisting installation proved quite effective with the blower fan in operation; a red light which provides a reminder of the fan being in use seems unnecessarily bright. There are also warning lights, of different colours, to indicate when the starting carburettor is in action and to show that the reserve petrol supply—a now rare and much appreciated provision—has been brought into use. Another sound fitment is a battery master switch.

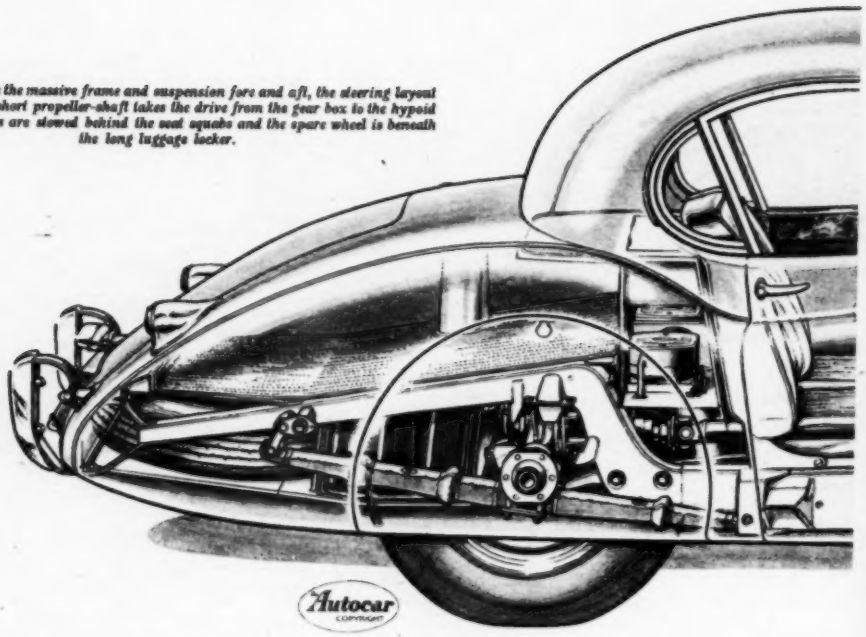
Instruments are well done, and include an engine water thermometer. Their lighting at night is effective without being bright to a degree troublesome to the driver. In detail, it takes some time to remember the identities of the unlabelled minor switches on the facia, and the accommodation for the usual impedimenta in pockets and cubby holes is underdone; a lidded container in the left of the facia has the merit of being lockable, but it is small. Absence of sun vizors is rather markedly felt.

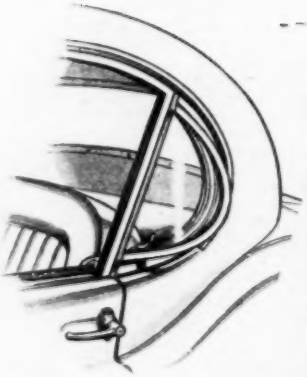
The head lamps provide a quite good beam, though not one fully adequate to the performance on an unknown road. In starting from cold it was found that the engine fired at once, even when the car had stood in the open overnight, but that it required appreciable running, in spite of use of the starting carburettor, before it would settle to steady pulling. An admirable and too rare item of the equipment is a screenwasher with spraying nozzles in the top of the scuttle, supplied from a water container under the bonnet when a button in front of the driver is pressed. Another excellent feature is an under-bonnet oil tank providing automatic lubrication of the steering kingpins.

This general view under the bonnet shows the sparking plugs between the two overhead camshaft covers, the divided batteries, in two six-volt sections, and, prominent at the left and centre, the heater and ventilation units. Beneath the flexible pipe connecting the heater blower with the radiator unit is the water reservoir for the screenwasher, a most practical standard provision on the Lagonda.

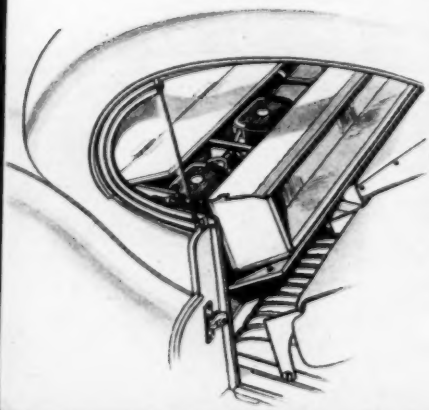


This drawing shows the massive frame and suspension fore and aft, the steering layout and pedal gear. A short propeller-shaft takes the drive from the gear box to the hypoid rear axle. Batteries are stowed behind the seat squabs and the spare wheel is beneath the long luggage locker.





The rear windows are hinged for ventilation; door windows may be wound right down. Below: Seat squabs and locker hinged forward to show battery stowage under the front end of the locker floor.



A Jaguar XK120

MAKING its first bow to the public at the Geneva Show, opening on March 8, will be a new model of the famous Jaguar XK120. It is a fixed-head coupé, and will meet the demand for two-seater saloon comfort in a car whose terrific and amazingly supple performance has previously been enjoyed to the full by the lovers of open-air speed motoring. The chassis specification, as might be expected, is materially the same as for the open two-seater, but the performance will be the same, if not a trifle better, so far as maximum speed in touring conditions is concerned.

The lines of the new coachwork have a graceful distinctiveness, a suggestion of the upper part of the Jaguar Mark VII saloon applied to the XK contours. The result is distinctly striking and attractive. With its high and sloping windscreen and generously curved roof, the new body affords plenty of head room and breathing capacity. It gives the feeling of being a real coupé and not a cramped affair on sports lines. The wide door on each side gives easy access to a large and wide driving compartment, containing two large and deeply upholstered chair seats. These are independently adjustable for leg reach, and have tilting squabs. The steering wheel on the well-raked column is telescopically adjustable, so that the driving position can be made suitable for a wide range of human dimensions.

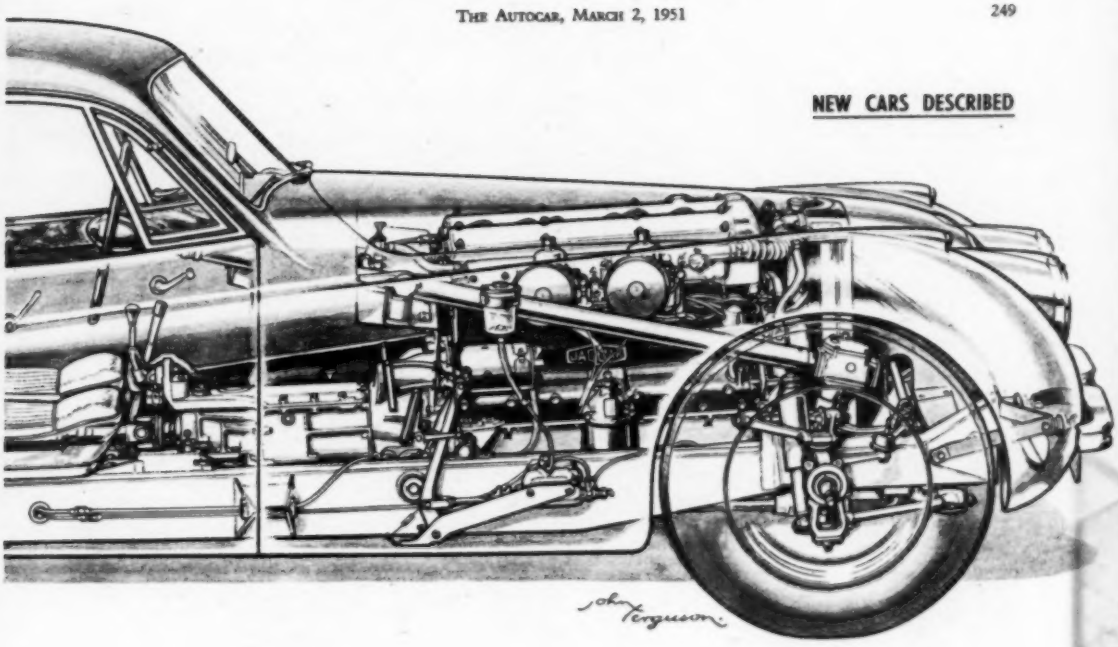
Between the backs of the seats and the wide rear window of the body is a platform of considerable size for the oddments of a long journey. This platform, however, is rather more than it appears at first sight. There is a lid along the front of it which gives access to a locker practically the full width of the interior of the body. And that is not all. If the seat backs are tilted forward, this whole locker can also be tilted forward, to disclose the batteries nestling in a compartment beneath.

The tail of the car contains a luggage locker of considerable size, wide and long. This can be seen in the large sectional drawing, which also shows how the spare wheel is carried below the locker floor, and the position of the large fuel tank.

Ventilation

Particular attention has been paid to the ventilation of this coupé body in order that it may be satisfactory in hot climates. The windows on each side are divided into three sections. The wide centre section is operated by winding handle, to drop flush into the door. Both the triangular front section and the curved rear section are centrally hinged, and can be opened a short way to act as extractors, or a long way to act as air scoops. An interior heater is fitted.

Upholstered in pleated leather, and equipped with figured walnut instrument panel and cappings, the interior is in excellent taste. This is a car for real motoring; hence the speedometer and rev. counter dials are large and round. In fact, all the dials are round, and the positions of the needles can be seen in a



Coupé: FIXED-HEAD TWO-SEATER OF STRIKING LINE

flash. In the same way, the secondary control knobs are not set in a confusing row, but are well apart so that the desired one can be found instantly.

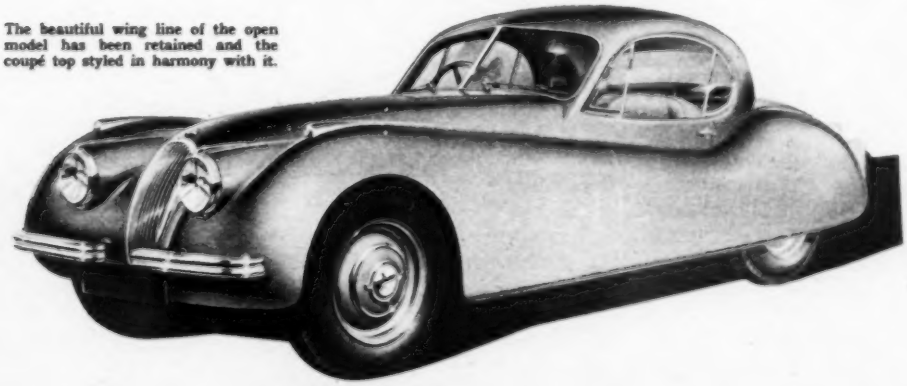
Similarly again, the gear change lever is central, well back in the car and ready to hand, whilst the hand brake lever close by has the racing type of catch; that is to say, the ratchet comes into use only when the knob on the top is pressed down. In the scuttle on the opposite side to the steering column is a locker with a lid. The centrally placed driving mirror is of fair size and in conjunction with the large rear window it gives an unusually good field of rearward view. The pedal plates are unusually large, the pedals being adjustable for leg reach; rubber bellows prevent heat or fumes from issuing into the body through the slots. Wide sun vizors are hinged in the roof.

So often and so thoroughly has the general mechanical design of this quite outstanding British car been described that it might seem almost superfluous to go over the matter again. It is not, however. Anyone and everyone who has had the good fortune to handle the XK120 on the road cannot fail to have noticed that it possesses certain marked characteristics which are superbly satisfying, and these need relating to the design behind them. That immense turn of speed is almost by the way. It is not the essence of the car's charm, which really lies in the smooth flexibility of the engine, the light but precise steering, the comfort of the suspension, and the stability shown under all conditions of handling.

Well acquainted with the strength of public interest in the "Jag XK," the writer felt that it would be fascinating to find out from the designer himself what "makes the engine tick" so admirably. He therefore called on Mr. W. M. Heynes, the chief engineer of the Jaguar company, and the gist of his answers to many questions was as follows:

From the beginning, the engine now in the XK was conceived as an engine for a saloon—as it now is in the Jaguar Mark VII—and there was no thought of sports cars and competitions. Long life was to be put first, and high power output second. But when the engine was made, and before it was put into full produc-

The beautiful wing line of the open model has been retained and the coupé top styled in harmony with it.



SPECIFICATION

Engine.—6 cylinders, 3½ litres, 83 × 106mm (3,442 c.c.) 70-deg overhead valves, twin overhead camshafts driven by duplex chain. Seven-bearing counterweighted and balanced crankshaft, detachable aluminium alloy head with inserted valve seats. Twin S.U. carburettors with electrically controlled automatic choke. Forced oil feed throughout, with full-flow filter. Compression ratio 7 or 8 to 1. 160 b.h.p. at 5,000 r.p.m.

Transmission.—Dry single-plate clutch. 4-speed single-helical gear box with synchromesh. Ground gears. Needle bearings. Gear ratios: First 12.29, second 7.22, third 4.98, top 3.6 to 1. Hardy Spicer needle bearing propeller-shaft to hypoid bevel final drive. Optional final drive ratios 3.27; 4.0; and 4.3 to 1.

Suspension.—Independent front suspension with wishbones and torsion bar springs. Newton telescopic hydraulic dampers. Half-elliptic rear springs enclosed in gaiters. Girling hydraulic dampers.

Steering.—Burman recirculating ball type.

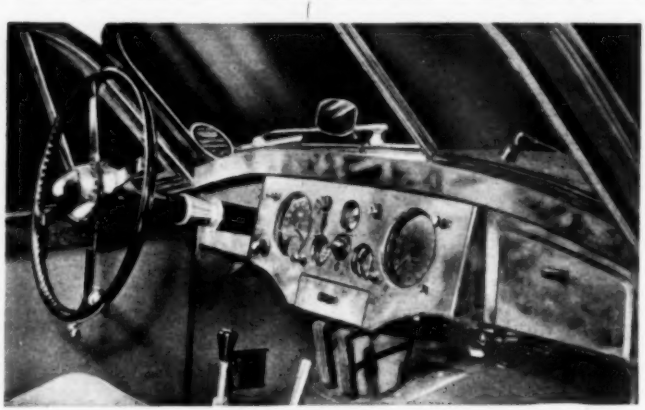
Brakes.—Lockheed full hydraulic with 2 leading shoes. 12in drums. Cooling ducts.

Wheels and Tyres.—Pressed-steel bolt-on disc wheels, with Dunlop 6.00 × 16in Road Speed tyres.

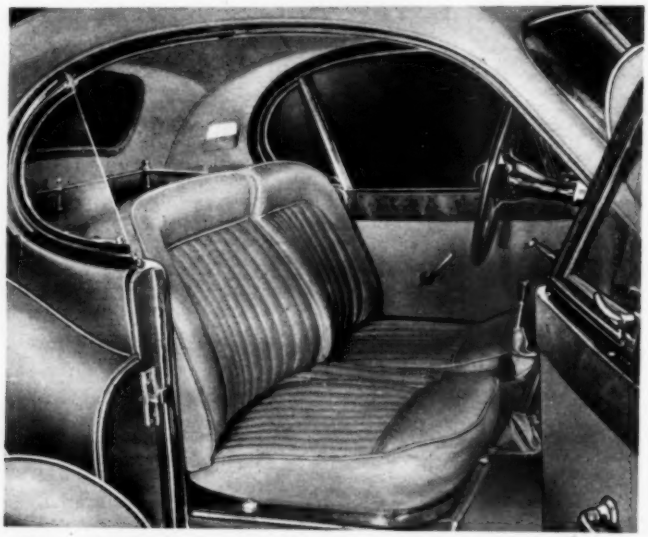
Electrical Equipment.—Lucas 12-volt de luxe, 64 ampère-hour batteries. Constant voltage control. Flush-fitting head lamps, wing lamps, stop light, reversing light, twin rear lights, panel light, twin horns and twin screenwipers.

General Dimensions.—Wheelbase 8ft 6in. Track (front) 4ft 3in, (rear) 4ft 2in. Overall length, 14ft 5in; width, 5ft 1½in; height, 4ft 5½in. Ground clearance 7½in. Turning circle 31ft. Unladen weight 25¼cwt (2,856lb) approx.

Tank Capacity.—15 gallons.



Instruments meant to be read, in a polished wood facia, and a convenient gear lever and hand brake.



Seats give the support necessary in a high performance car and are of the considerable fore and aft depth which gives comfort on a long journey.

A Jaguar XK120

tion, it showed so much promise that it almost asked to be put into a sports type of two-seater so that it could show its paces. There was, perhaps, a fair world market for such a car, but even the optimists in the company did not guess how good a market it was going to prove.

Anyway, a few dozen sports cars round the world in different hands, not under works supervision, would provide an excellent test of the soundness of the engine. And so the XK120 came into being, to show, as everybody knows, that it was the fastest production car in the world, and to prove a tremendous success in competitions and actual racing. Moreover, the engine proved that it was entirely suitable for the original purpose of its design, installation in a saloon, and into a saloon it has now gone.

No doubt before long *The Autocar* will Road Test the Mark VII saloon, and the performance recorded will be highly interesting.

Valve Evolution

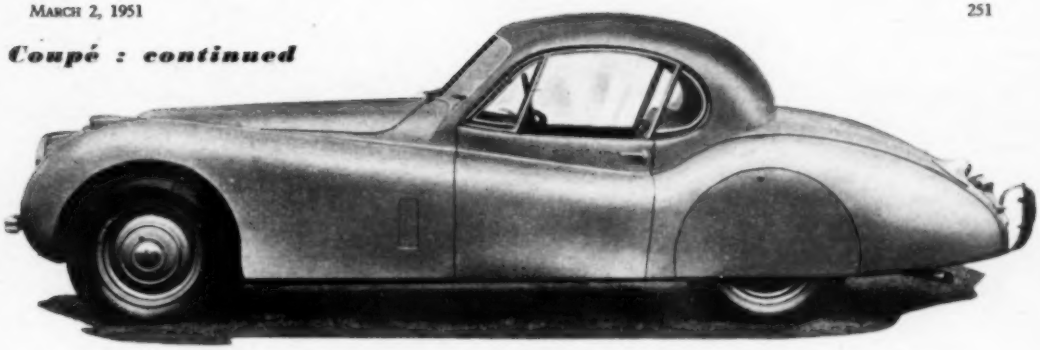
The actual design of the engine came about in this way. It was intended to start with a clean sheet. First of all—and this is, or was, a secret—the new unit was designed with the very latest in push-rod-operated valves. But experience with that prototype produced the opinion that this system of valve operation had been advanced to the limit of its possibilities, and that a change was needed. Hence it was decided to take a stride and go over to hemispherical combustion chambers with 70-degree overhead valves, camshaft operated, which with scientific porting can give an exceedingly high power output on reasonable fuel consumption; in short, high efficiency. Moreover, push rod overhead valves can never be quite as quiet as a well-designed overhead camshaft system.

Now the advantages of the overhead camshaft can be these. In the push rod and rocker system for each valve there are (neglecting the sliding of the valve stem and of the cam follower or tappet in their respective guides) three places where rolling friction is taking place—the two ball ends of the push rod, and the pivot of the rocker; there are two places where scrubbing friction exists; the cam on the follower and the rocker end on the valve stem. The rocker end, incidentally, puts a side thrust on the valve guide.

Where there is movement there must also be slight clearance, even if only for lubrication. And when there is friction there will be wear, however small. Moreover, the inertia of the many reciprocating parts imposes a considerable load on these points. Hence the push rod and rocker system has many places from which a growing clearance may add up, necessitating frequent adjustment or producing noise.

But if the camshaft is situated above the valve, and an inverted piston-like cam follower is positioned as a guide, with its under-face in contact with the valve stem, then there is only one place where scrubbing friction occurs, between cam and follower, and only two places where clearance exists; that is, between cam and follower, and follower and valve stem. Inertia is reduced to a minimum, and there is no side thrust on the valve guide. Further, the necessary strength of the valve spring is reduced, and length of the valve stem and of the spring can be

Coupé : continued



A view of the car in profile gives a striking impression of the low build of the XK120 coupé.

shortened, giving another slight gain against inertia. Consequently the wear, or the building up of clearance, is so slow that adjustment is needed only when the valve itself has worn down its head or its seat.

In the XK engine there is a hard steel washer, or "biscuit," between the head of the valve stem and the under-face of the follower; these biscuits are manufactured in a range of thicknesses, and provide the necessary setting of the clearance when the engine is being built or overhauled.

One feature of the XK arrangement is that the guides for the followers are part of a tray or ledge in the head casting, in which fresh oil is maintained at a predetermined level and lubricates the cam, the follower face and the follower guide. It is decidedly interesting to observe that the theory of this valve system is borne out in practice, for the XK engine maintains its tune for particularly long periods without need of adjustment.

Design Detail

There are many special points in the aluminium alloy RR 50 cylinder head of this engine. The holding down studs are carefully spaced, four of them equidistant from each cylinder barrel, so that the risk of distortion from improper stud tightening is reduced. The valve seats are of high expansion cast iron, and are inserted into the head by a freezing process. The tappet guides are of chill-cast iron, also inserted. Incidentally the inlet valves, which are slightly larger than the exhausts, are made of silicon-chrome steel, and the exhaust valves of austenitic steel.

It is easy to give a general description of the cylinder head and valve arrangement in terms of "70-degree o.h.v. set in hemispherical combustion chambers, with the inlet ports on one side and the exhausts on the other." But in actual fact this head embodies the solution of many scientific difficulties, and has been worked out in collaboration with Weslake and Co., Ltd. A description of these mysteries would be beyond normal understanding; suffice it, therefore, to say that the result of the design is to give the highest possible gas flow, especially at low valve lift, and the correct degrees of turbulence and swirl. And in this matter lies part of the secret of the smooth flexibility of the engine. (A detailed description appeared in *Automobile Engineer* for July, 1950).

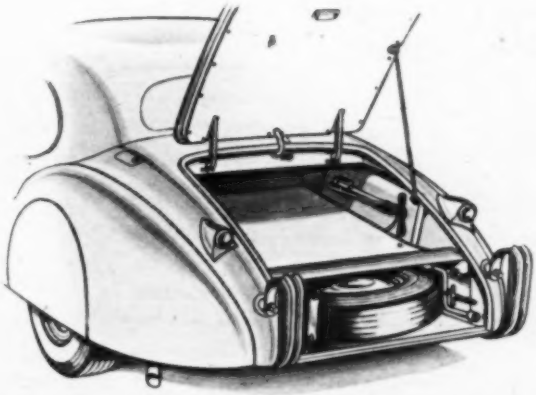
The arrangement of the cross water flow through the cylinder is also interesting. The cool water enters the head directly opposite each exhaust valve seat, flows around the seat, onwards around the sparking plug bosses, over and around the inlet valve seat, and thence out. The water spacing is most carefully proportioned so as to avoid pockets, and to use a high speed flow. The cylinder barrels are jacketed to the foot, and the circulation of the water in these jackets is partly thermo-siphon, the object being to maintain as even a temperature as possible.

Reducing Friction

With the attainment of head and valves to give maximum output, the designer is confronted with another problem, to ensure that the "applied mechanics" in the engine have dealt faithfully with the structure and the moving parts, so that as little as possible has been lost in friction, distortion, or vibration. The XK engine was given a very substantial crankshaft with seven bearings, 2¼in in diameter, and webs and crankpins to match. But it is of small avail to have a hefty crankshaft unless you support it rigidly, and that led to a cylinder block and crankcase in which there are many virtues. In the first place, interior vertical webs run right down from the bosses of the cylinder head studs to the bosses of the main bearing studs. The case is divided at the level of the crankshaft centre line, and the walls of the main bearing supports are heavily ribbed in every necessary direction. Not only that, but on one side of the foot of the crankcase there is an end-to-end channel section rib, and on the other a similarly intended tubular rib, which is also the main oil gallery. No doubt the engine owes a good deal of its success and its smoothness to this rigidity of crankshaft and cylinder block. Research has shown that the XK requires considerably less power to motor it round than is usually the case; in short, mechanical losses are relatively small.

Reference to the main oil gallery at the side of the crank chamber brings up another point. The oilways in this engine are all of relatively large bore. The object is to obtain a good flow of oil at a low velocity, whereby frothing is avoided. To the same end, sharp edges and corners in the oilways are avoided.

These are a few of the special points of the design, and they serve to show that the success of the engine is not the result of any one particular feature, but of a choice of good features in an engine designing recipe, and a most thorough attention to every detail, large or small. There is no doubt that the success of this recipe will be borne out in the coupé.



Tools are clipped in position on each side of the luggage locker, which also houses the spare wheel. There is a useful light on the inside of the lid.

A halt at the head of Glen Ogle for a view past Killin to Meal Tarmachan and Ben Lawers.

GOLDEN JOURNEY

by David Innes

THE END OF A WEST HIGHLAND AUTUMN — BY CARAVAN

"A deep depression off the north-west of Ireland is rapidly approaching; rain in all districts, especially in the west."

HOW often had my wife and I listened to this doleful sort of announcement, and how often had we postponed our last trip of the year in the hope of yet trapping some of the glory and colour of autumn.

Then it happened; the sun went down in a ball of fire and next day white clouds swept across a sky of blue. We had no time for the wireless that morning but, hitching-up our twenty-five horses to "Golden Eagle," our caravan, we were off. Not daring to go west, we made for the Fair City of Perth, and a lovely first seventy miles it was. We went by Kincardine Bridge, where those great pillars and spars across the Forth had taken to themselves a rare look as they rose against a rich sky and curved over gleaming waters. Then by leafy roads, which led to the Crook of Devon, with sheltering trees still a mass of green although late October had tinted them.

But as we started our climb from Rumbling Bridge into Glen Devon's wild hill lands the scene changed to one of russet, against the greens of conifers, with here and there a splash of yellow which sometimes sprinkled golden showers about us. We had always wished to see the cascading Devon, its old bridges and the glens and rising hills on just such a day, so our slight detour, which shortly brought us through Glen Eagle on to the main Perth road, was well worth while.

At Perth, the enticing charm of towering mountains took us northwards, through still green pastures, brown fields and the massed and now colourful woods of Birnam and Dunkeld. We had many a stop just to sniff the air and marvel at this day of days, yet we did not tarry long and soon were through that rather narrow piece of road which broadened out as we reached and looked down on that silvery serpent, the Tay. Mountains were now all about us and towered higher and higher as we passed through Pitlochry to Killiecrankie. Here we had glimpses of the turbulent River Garry deep below in its rocky ravine.

Beyond Blair Athol, and its magnificent castle of silver-grey stone, we started the real climb into and across the Grampians. But the rise is easy and the road wonderful, so mile after mile slipped by, the friendly Garry entertaining us the while with views of fine salmon pools and splashing waters amidst a riot of rocky grandeur. And all around rose mountain peaks, made the more impressive by coatings of white left by the sharp frost of the night before and now dazzling against long, black shadows as the westering sun sank lower.

Our day of sparkling colour, blue skies and cotton-wool clouds was going fast and as we continued to climb the air became sharp and the wind freshened. Loch Garry, deep in shadow, looked sullen and cold, and as we crossed Dalnaspidal's summit the heights crowded in and down on us. Beyond, the Boar of Badenoch and Geol Charn towered darkly against a ruddy glow from the spent sun. Our descent into Badenoch was now rapid: Dalwhinnie and the steep, hilly short cut to Laggan flashed past, and with our stopping place, near by the Falls of Truim, almost in sight, the engine seemed to purr down that glen with glee.

Fair to the West

Next morning a snell north-east wind swept the mists from the valley and mountain tops, so that from our lofty perch we could look down the length of the great, sweeping Spey valley; but that wind, tearing in by Kingussie and Newtonmore, was bitter; so, turning, we watched the scurrying clouds and remembered that strong east winds give fair feather to the west. On reaching Newtonmore crossroads we changed our minds and turned on to that narrow but delightful road which goes west. This road, once rough, has been remade, and apart from a ripple it gave no trouble as we leisurely travelled along; first by pretty, sheltered lochans which glinted invitingly—but, alas! the trout fishing season was over—then by the winding Spey till, at

Laggan Bridge, we left it to its own wild meanderings from the mountains.

A few more miles and we were at the Linn of Pattack where the bright sun brought out the full glory of its high fall of tumbling, foaming water, wild rocks and the vivid colourings of their frame of trees. A little farther and we stopped again, enraptured with the views, and while looking over the Pattack to the rugged peaks of Geal Charn, Beinn a Chlachair, Meall Cruaidh and, beyond them Carn Dearg, a roadman got off his cycle for a chat.

I liked his smiling reply when I said it was an exquisite picture of river and mountain, "Well, it is all your own, sir!" How right he was; this was in truth our own marvellous Highlands, and it was with a feeling of pride and happiness that we continued on our way.

Soon we reached Loch Laggan, where the sand edged luminous blue water, but as we ran high above its tree-scattered shore the fresh breeze churned up waves which sparkled gold where the sun lit them on their way to distant mountains, and to our right great fingers of snow stretched down the eastern corries from Creag Magaidh's 3,700 feet of white peak. The way was easy on this road, which was almost our own, and as it wended west our last look at Laggan's waters was at the spectacular dam above Glen Spean. Here they pour into the heart of a mountain on their tunnelled way to Loch Treig and from there to the hydro-electric plant at the Fort William aluminium works.

Our changeful road took a new and delightful character as it descended Glen Spean; high up it clung to the richly wooded hillside of this valley-cum-gorge, and as it wound downwards the view was fine.

Gateway to the Isles

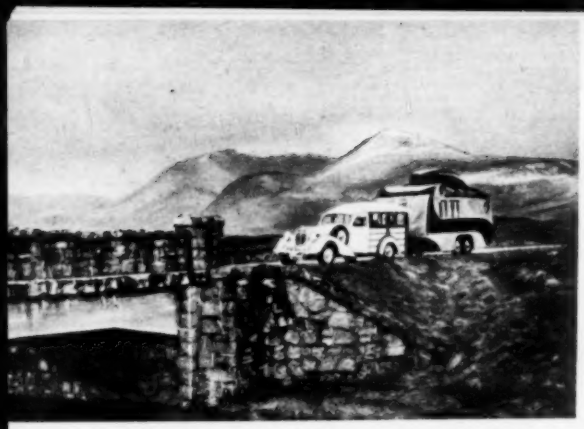
Approaching Fort William, we turned across the narrow picturesque bridge which is the gateway of "the Road to the Isles." We had been lured by the thought of staying again beside the loveliest of sea lochs; where we are sure the mermaids play in the quiet of night, where icy winds cannot reach and the western air is warm.

A very deceitful new tarmac road took the outfit swiftly past Corpach, giving us the chance to look across Loch

Linnhe to Fort William backed by Ben Nevis and its satellites, but by Loch Eil it gradually narrowed and some care was needed as we twisted and turned in the narrowing pass which leads to Glen Finnan. Here we got our first impression of the extravagant beauty of the road ahead. Loch Shiel, between great mountain walls, stretched out like a sheet of burnished steel, with, in the foreground, the high, slender monument to Prince Charlie.

Beyond the hotel at Glenfinnan, well-known for its good fare and fishing, the road got rougher and steeper, then eased through undulating hill land, but soon was careering round and down through the wild pass to Loch Eilt far below. By the loch this wicked but delightful little road, with scenery beyond compare, took every twist and turn imaginable as if to display its character. "Golden Eagle's" 18ft by 7ft follows well and with a steady motion which gives me confidence; so on we went, by dizzy heights and sheltered valleys, passing Loch Dubh, calm, black and deep, then another curve or two, a dip, a rise, and down, down into Glen Mama where, at the foot, the railway viaduct stretched across the road and Loch nan Uamh's glinting

During a stop at Bridge of Orchy to collect mail, a squall turned the landscape from green to white and left a rainbow.



Behind Bua Bridge is the snowy cap of Clach Leathad.

waters showed through its tall arches. We travelled a mile or so farther to our pitch, a wide strip right on the edge of that rocky shore.

Two weeks of sheer delight followed, fishing from our boat and exploring Loch nan Uamh's islands and indented shores. There were visits to busy Mallaig with its herring boats and its glorious views across the Minch to the misty Isle of Skye; and to Morar with its great deep loch and grand mountains, and from there we looked across its white sands to the islands of Eigg and Rum.

When we coupled-up to retrace that tricky twenty-five miles of single-way road the scene was even more beautiful and Loch nan Uamh more arresting than ever. Its shore of coloured tumbled rocks was topped with golden bracken, stunted junipers and sturdy oaks, and against this surged the incoming tide to rush into rock fissures with a slap and gurgle of sheer enjoyment. To the north reared Druim Fiaclach, scarred and riven by countless storms yet gloriously patchworked with the spun gold of winter grass, while on the lower slopes oaks and birches carried the same vivid colouring right to the water's edge. In contrast, bridging the head of the loch, was the viaduct, a man-made piece taking its place as if Nature had been the designer.

Lochailort, Glenfinnan and Corpach slipped by; then Fort William, not the busy, summertime Highland town but now a place of quiet charm resting beneath the great Ben, and watchdog of Loch Linnhe. This long loch was wild, white horses crested the waves and whiter gulls battled against a squally wind, but most striking of all were the gleaming buildings and lighthouse which guard the narrows at Ardgour. Ballachulish ferry rarely lures us, for we love the untamed road which circles Loch Leven, and the superb picture this day was at the narrows. Across the loch was massive, peaked and colourful Garbh Bheinn; before us, over a clump of golden-leaved oaks, rose the great blue mountains beyond Kinlochleven.

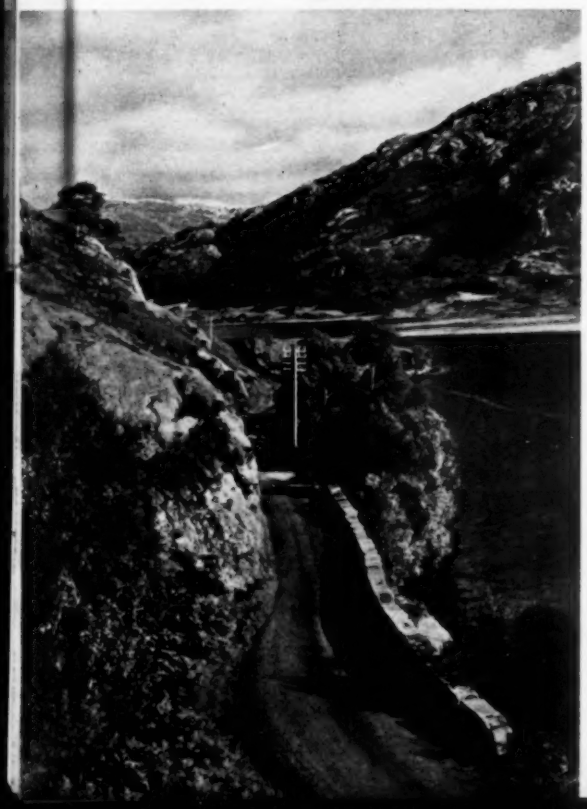
The road climbing round the southern side of this loch

GOLDEN JOURNEY . . . . continued

has been cleverly improved, for the hills are very steep with many a bend and, at the top, just room for our outfit to pass a bus; and we had to try it out, much to a bus driver's discomfort, for he had a 200ft drop into the loch at his side.

Then Glen Coe, and wild it is, with demons lurking in its mountain, but from the road one can see only magnificence and strength. It had added beauty that afternoon for the tops were gilded by a low-lying sun, with indigo shadows and copper-coloured flanks, and the splash of water everywhere. And what a road! Cut through solid rock, crossing boglands, with black tarns and silver lochans by the wayside, wide, smooth, with graceful curves and gentle hills. A road built (but too lovely) for speed. We stopped at the Study by the waterfall, a thundering mass of foaming water this November day, and again at Glen Etive. Far down between its massive mountains the sun was shining in a great blaze of dazzling light, the more startling because of banking black clouds rolling in.

Although it is single track and tricky, the road from Mallaig to Glenfinnan is a beautiful one. Here it passes Loch Eilt, "the hind's lake."



Quarry Refuge

These clouds soon grew to threatening proportions and we were glad to draw into a sheltering quarry overlooking Loch Baa. Short lap or long matters not to a caravanner; home is where we stop and we appreciated its snugness when the wind rose to a shriek and skirl with all the demons of that wild place let loose. Perched on Beinn Chaorach with Loch Baa and the bleak Rannoch Moor at our feet, hail battered on our windows and lightning split the darkness; yet there was something grand in that tempest which held us there for another day and night.

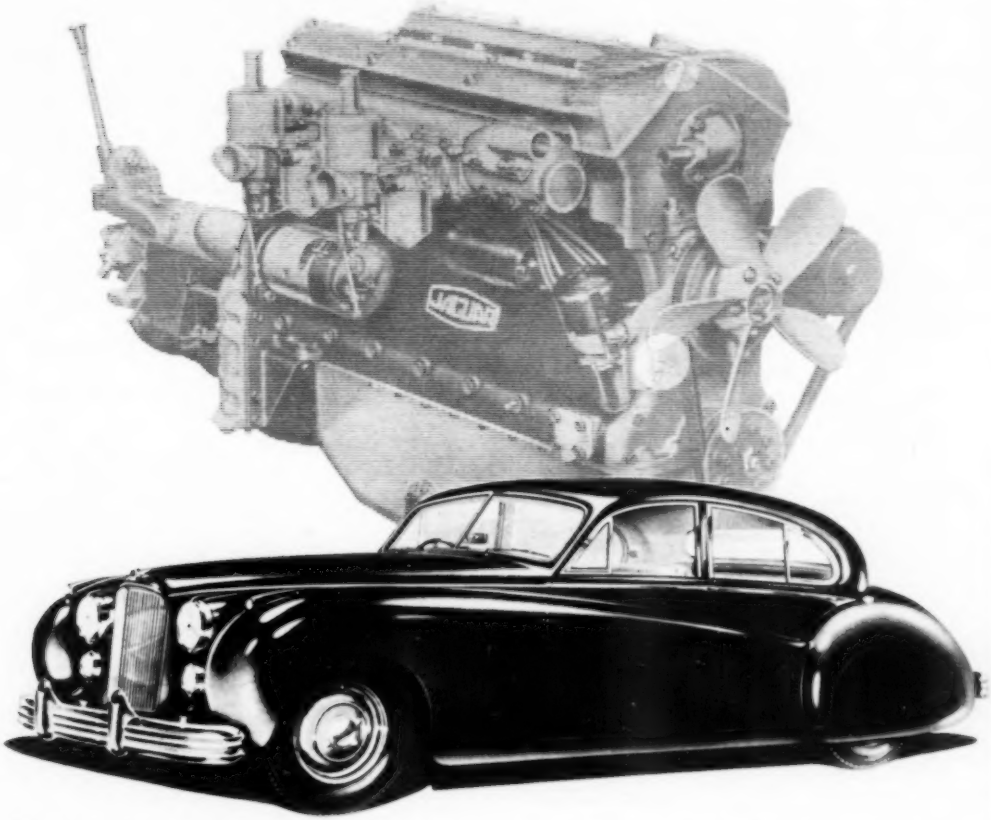
The storm dropped to intermittent squalls, so we pulled out. Snow covered the mountain tops and swirls of it blinded us as the wind rose to fury pitch. A wild day, but between squalls the sun broke through the flying clouds to shine with great intensity. At Bridge of Orchy the hills were almost green when we arrived but in the ten minutes it took to visit the post office in the station another squall had whitened the landscape and left a beautiful rainbow.

With us that was the last snow-squall, for the day cleared as we descended past Tyndrum into Glen Dochart. The road now was full of wriggles and humps which encouraged leisurely travel, by bracken-clad hills, white-topped mountains and lonely farmhouses, all enriched by the gurgling, splashing Dochart, or mirrored in its smooth, deep pools and shapely lochs.

At Glen Ogle's top we stopped for a long, last look at that brilliant panorama of mountains which reach out beyond Killin to Meal Tarmachan and Ben Lawers, then in vivid sunshine we dropped down to Loch Earn *en route* for Callander, Stirling and home.

The Mark VII

POWERED BY THE WORLD-RECORD-BREAKING JAGUAR XK 120 ENGINE



Features. Body design of unparalleled beauty with interior spaciousness affording generous comfort for five passengers • Powered by the famous XK120 engine • Capable of speeds in excess of 100 m.p.h. Supremely smooth and silent • Wide ranging visibility Enormous luggage space (17 cu. ft.) • Vacuum Servo-assisted Brakes • Light, positive, accurate steering.

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TALKING OF SPORTS CARS No. 335

AN INDESTRUCTIBLE "4½"

T.T. REPLICA BENTLEY WHICH DEFIED BATTERY AND BURNING

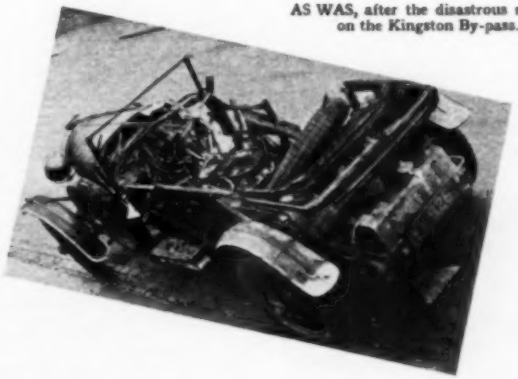
CARS, as well as human beings, sometimes lend credence to that quirky line in Chinese philosophy which says never fret if your new denture falls down a grating on the way to the station because you won't then be aboard the eastbound 8.10 when it meets a westbound express head-on at eighty. When, for example, one night in November, 1947, a haystack caught fire in a field marching with the Kingston By-pass, and a pennant of flame reached out and touched off a passing Bentley, the Bentley's owner, Stanley Sedgwick, then secretary, now president, of the Bentley Drivers' Club, tore off a string of extremely vivid folk sayings, as who wouldn't?

But if the haystack *hadn't* caught fire, and if YV 9261 *hadn't* happened along just then, a relic of almost incomparable historic interest to fanciers of the *marque's* early flowering would never have come to light and entered upon the lease of life it is now enjoying. The Sedgwick car is a T.T. Replica "4½"—one of only three that were built. This limited edition had its origin, it will be remembered, in carbon copies taken from two cars which were placed fifth and seventh in the 1928 Ulster Tourist Trophy, driven by the late Tim Birkin and Humphrey Cook respectively. YV 9261 had come into the present owner's possession only ten days before the big By-pass fry-up, which resulted in the total loss of everything combustible on the car, including, of course, the Vanden Plas body. Now if the Stonehenge authorities ever broke or mislaid one of their monoliths, the search for a Genuine Replacement would be potentially just about as rewarding as Stanley Sedgwick's quest for an authentic T.T. Replica body, but, incredibly, he nevertheless put a swift finger not merely on such a one but also on the actual one taken from Humphrey Cook's Ards car.

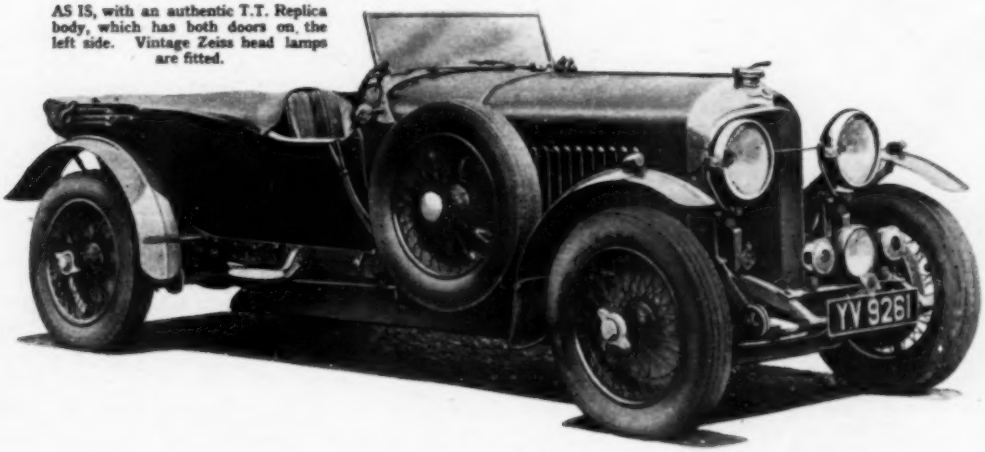
It came to light in long grass at Alfold, in Surrey, and it was no accident that Stanley happened to be combing these particular purlieus, for Bill Shortt, a renowned fixer of vintage Bentleys, was at that time practically Alfold's staple industry. Bill, entranced with the whole adventure, made Sedgwick a present of the thing. After the resident roaches had been dispossessed it was turned over to a firm of Islington coachcraftsmen, Todd and Co. by name, and by them restored to pristinehood. While Islington buzzed with bodywork, complementary chassis operations went forward in the Putney shops of L. C. McKenzie, that veritable archdeacon of the vintage Bentley cult.

McKenzie rebuilt YV 9261 from the big B on the rad to the 25-gallon tank astern. Among other undertakings too numerous to cover in detail here, he replaced the A-type gear box with a close ratio D-type, geared at 3.3 to 1 on top, one of the highest of the various available ratios; incorporated a Borg and Beck clutch, wherewith went sub-standard flywheel mass and a marked resultant quickening of the change; and decarbonized the engine, which anyway is somewhat inhospitable to coke deposits, having had 6 mm—which is 3 mm more than the generally recognized maximum—shorn off the foot of the block. (Three mm off gives 6.1 to 1 compression. A 6 mm bite makes it about 6.8).

As this fine old car stands today it will just about see 100 m.p.h. It cruises man and boy between seventy and eighty. At Brighton a couple of years back it did the standing kilometre in 38.6 sec and has shown respectable paces in an assortment of minor events. The lighter flywheel mentioned earlier completely transforms the gear change, which on regular

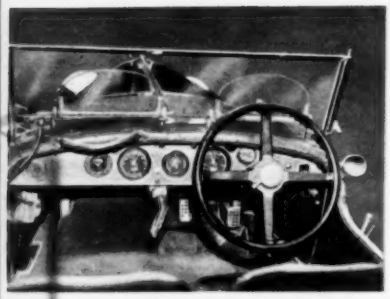


AS WAS, after the disastrous mishap on the Kingston By-pass.



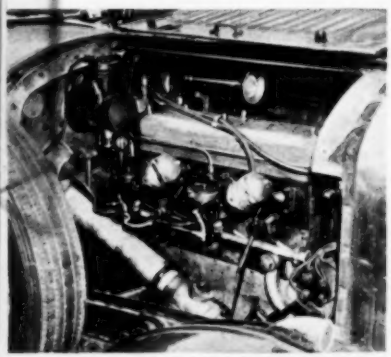
AS IS, with an authentic T.T. Replica body, which has both doors on the left side. Vintage Zeiss head lamps are fitted.

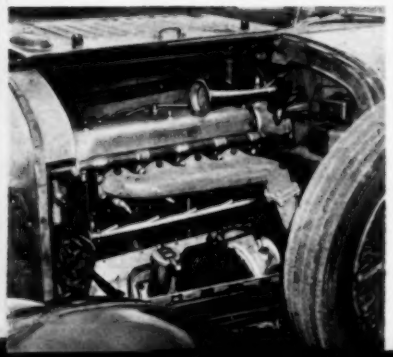
AN INDESTRUCTIBLE "4½" - - - - continued



L. to R.: Windscreen wiper inside the scuttle panel, with flexible drive, fuel gauge, speedometer, light switch cum ammeter, rev counter and oil gauge. The handle for the emergency pressure feed from the fuel tank impersonates a modern hand brake.

Both sides of the power plant, with the familiar twin magnetos at the front, vacuum petrol feed tank on the bulkhead, and hefty starter (left side).





4½s is liable to be a matter of long-term policy; now, with the Borg clutch, it takes quite a feat of snatchmanship to move the lever as fast as it invites movement. Second gear (something of the order of 5.4 to 1, though that isn't exact) gives a maximum of around 60 m.p.h. and acceleration of a kind to beat the jodhpurs off even the largest and most costly American cars.

Mechanical malfunctions have been confined to two broken pinions and one big-end failure, and the latter, considering that the bottom end had received no attention since pre-war, 25,000 miles earlier, could not be considered altogether blameworthy. Since Sedgwick bought YV 9261 he has put in two long Continental tours, one of 2,500 miles and another of 3,000, both taken for the most part at a rate of nuts and without a moment's anxiety . . . the fracas on the mountain could not, after all, be described as a moment of anxiety. Horror, yes; anxiety, no.

It happened last summer, when the Sedgwicks, man and wife, were enskeining Europe in company with other Bentley D.C. men and wives on the trail of Grands Prix. The story was rather well told, better than I shall tell it, by Mr. President in the December, 1950, issue of the B.D.C. *Review*. YV 9261 was starting to ascend the Pordoi Pass, in the Dolomites. Stanley took time out—not much, but enough—to lift up his eyes unto the hills. The Bentley went off the road and one of its front hub caps swiped a wall that was propping up a Dolomite. The steering wheel was torn from the presidential grasp, the car slewed round and whammed the wall head-on. In the space of a second the 4½ was reduced to a seeming wreck, with both left wheels smashed, fronts and backs misaligned eight inches, the front axle pushed back about five inches and one rear spring broken clean through. It was nevertheless a runner still, once the wheels had been changed and al fresco repairs effected on the spot, mostly with a sledge hammer. They don't, to coin a phrase, put that class of stuff into cars any more.

Spine-Sparing

To one who, unluckily for him, seldom has opportunities these days for motoring vintage Bentleys, the relative suppleness of the suspension, particularly the rear half of it, comes as something of a surprise. Sedgwick's longest one-day drive to date was from Dunkirk to Monte Carlo, a distance of 760 miles. That, with certain vintage types, is an experience one wouldn't wish on a rogue mother-in-law, but I can believe Stanley when he claims to have emerged scathless from it on YV 9261. Somewhere above sixty the ride flattens out in a most engaging way, and the engine is so patently taking it easy that one quickly falls into the same bovine mood oneself. Rebuilding road speed following drops into the fifties demands, of course, full use of the prong, but with a third gear of something like 4.6 to 1 on call, and a modern clutch to abet this close top-third pegging, frequent snicks through the gate come as naturally as respiration.

Driven really hard, the 4½ goes 15 miles on a gallon, upping to 19 m.p.g. when the needle is kept hovering between 50 and 70 m.p.h., instead of between 65 and 85. Pool petrol is naturally not its favourite drink, the compression being what it is; a fifty-fifty mix of Pool and benzole, transmuting the pinks into bigger bangs, is what it really likes, and most of its best long-distance showings have been made with a substantial benzole lacing.

Even on English roads, and taking the tortuous with the straight, 50 m.p.h. averages are comfortably within old YV 9261's compass, and thanks largely to the big Zeiss head lamps fitted by the present owner (these, too, are vintage), it is scarcely harder to put fifty into an hour of darkness than into an hour of daylight.

In place of optimum braking power, which cannot truthfully be claimed on the Bentley's behalf, the owner, like others before him, has developed an almost clairvoyant allowance - making technique. Simply, he looks ahead for his accidents, then doesn't have them. The self-wrapping type of front brake shoe was, I believe, a 1928 innovation, in answer to demands made by racing conditions, but evidently the car here reviewed left the works before the introduction of this shoe; conversion to it ranks high on Stanley's if-and-when schedule.

Brake Adjustment

Until recently, the necessary apparatus for brake adjustment from the driving seat was there for the using, but this developed a habit of breaking operating cables unexpectedly and was accordingly jettisoned in favour of orthodox Bentley adjusters.

The T.T. body, by the way, is unusual in having both its doors on the left side, and in this respect differs, I believe, even from the Replicas. Other open 4½s—non-Replicas, that is—usually had a front door at one side and a back one at the other. The bucket seats currently in use came out of a Bedford truck. The "paint job," as you would expect, is in racing green, the whole car being maintained inside and out with the fastidious care that comes naturally to a chartered accountant, which is what Sedgwick is.

Starting, hot or cold, is almost always instantaneous, and the engine still is agreeably free from mechanical small talk, piston slap included. The plugs used are a Lodge variety sold for lorries, and they neither oil nor burn. Autovac is the normal means of supply to the sloping S.U. carburettors, but there is an auxiliary hand-pump pressure system for emergencies of a kind which never arise. Tyre size is 21 by 6.00in and, soberingly enough, covers cost £16 apiece.

Something, but not everything, is known of the Bentley's past. It was supplied originally to a Captain Ormerod. It is not a "team" car, it never has been seriously raced so far as Sedgwick can discover (to him, naturally, exceptional avenues of research and enquiry are available), and it doesn't have the Le Mans-type engine. This Captain Ormerod sold YV 9261 and it passed via a girl who was something in the motor cycle racing world to the late Roddy Seys. Stan Sedgwick bought it from the Seys estate.

Seys put in quite a bit of work on the car, or rather McKenzie did on his behalf. Special con rods, gudgeons and pistons were fitted, the last named of Specialloid manufacture, and brake drums of high carbon steel replaced the standard ones, which had shown a disposition to rapid wear. The engine and chassis numbers, in case this burble should catch the eye of any well-informed circle which has so far eluded the Sedgwick toothcomb, are TX 3234 and MF 3174.

DENNIS MAY

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WHY CARAVAN?

BUYING INDEPENDENCE : THE WORLD IS YOUR GARDEN

Patience : A view through the caravan door on a lake-side site in Wales.

IF one has been lucky enough to have bought a post-war car for anything upwards of £500, why spend another £250-£800 for the privilege of sitting in a field, listening to the rain pattering on the roof? Some spend a good deal more than £2,000 on their car and caravan outfit and would not part with it in any circumstances—so the joys of caravanning cannot be entirely imaginary.

First of all there is the absolute independence which it gives. There is no wearisome writing or telephoning to hotels and boarding houses—begging for a date which will fit in with the school holidays and the period father can spare from the office. Neither is holiday time limited to one period in the summer. Every fine week-end is a holiday. Easter, Whitsun and August Bank Holidays all mean a few days' change of scenery for the price of a camp site fee and a few gallons of petrol.

Does it rain? Yes, it rains; but so it does at seaside resorts—as any parent will tell you who has had a couple of fractious children to amuse in an hotel lounge or bedroom during a rainy spell.

The foregoing is based on a comparison with the conventional seaside holiday. Forget the joys of perambulating up and down a mile or so of paving stones and consider the joys of caravanning in their own right. Envisage, for example, your caravan sited by a mountain stream in Wales, Scotland or the West Country. Listen to the trout—aye, and the salmon—leaping from the water to return with a resounding plop, leaving only concentric ripples on the surface to show where some unfortunate fly was taken.

Early Morning Musing

Wake up in the morning with the gentle warmth of an early sun on the bed and cogitate on the day's programme while junior miss—or master for that matter—makes a cup of tea on the gas stove. Maybe as you look out of the window squirrels will be eyeing you from a nearby tree; animals are all very inquisitive—as you will find if you park in a field with a herd of cows! (Horses, also, can be a little too pally!)

If the farmhouse is any distance, father will take the car to fetch the water and milk—milk such as you will scarcely recognize as the same stuff which arrives on the doorstep every morning in town. By the way, if you want a real treat, skim the cream from the top and eat it with wild raspberries or some of those most delicious tiny wild strawberries—the famous *fraise des bois* of France. They grow in profusion on English banks but are more often than not left to rot.

But back to the programme: Mother will rightly say that she doesn't want a lot of household duties to perform on her holiday. In view of this it will probably be decided to to take breakfast in camp and then lunch and tea out somewhere. Alas, this apparently ideal arrangement seldom works; everyone is so disappointed with restaurant food and service (and the bill, one might add) that something else must be thought of. The most satisfactory arrangement, undoubtedly, is to have breakfast in camp, take a picnic lunch and come back to the caravan for an evening meal. This arrangement gives the family freedom to go where they will—either to populated centres or on trips into the wilds—without the worry of finding a place in which to procure a meal.

With all hands to help, plus a pressure cooker and a tin-opener, an evening meal is quickly and easily prepared. Over the coffee the day's adventures are recounted—which bay was the best for swimming; the excitement of the surf riding somewhere else; the struggle up the last few feet of that climb; the quality of the ices or the lemonade or the beer. And for many it is a time of discussion to decide how the rest of the evening will be spent. A trip into the village, a dance, a run in the car—anyway, always freedom.

Club caravanning, with its social aspect, provides another pleasant side of the sport. Both the British Caravanners' Club and the Caravan Club run meets at various centres all over the country, from early spring to late autumn. During the winter there are dances and dinners and, for the more hardy, a Christmas caravan meet. At this gathering the members sleep in their vans but feed and hold their festivities in an hotel.

For the family man it provides the perfect holiday; the nature lover can get away from bricks and mortar; the fisherman can sleep by his favourite stretch of water.

Does it all sound attractive? Of course it does, and you can enjoy caravanning from Land's End to John o'Groats or abroad. There is no age limit; if you can drive a car you can caravan.

JOHN YOXALL.

Morning sunshine doing its best, after a rough weekend under the Mendips.

Winter Recess : A CARAVAN TOUR

WHAT was striking during a recent short caravan holiday in southern England was that the pattern of social life in this country is partially changing. It is in keeping with a world that moves chiefly on wheels that even the houses of many of the present population should be thus supported. Instead of a houseless couple trying to find a house or flat in town, as often as not they have given up the useless struggle and decided to take a caravan anywhere that a friendly landlord will allow them. This is especially true of officers and others in the Services. These temporary encampments are doing a useful service, in their rather untidy way. The districts around aerodromes and depots are notorious for difficult landlords, and impossible rents.

It was even suggested in a recent copy of the *Berkeley Magazine* that there is something old-fashioned in staying in one place, and the idea has perhaps come from the other side of the Atlantic, where the 1,000-mile weekend is not unusual. Very good, but in this country it need not yet be formed of the dreary Steinbeck backcloth, a spiritual dust-bowl, of Motel and shack and filling station—the choice is so wide.

The charm of the caravan here is that it can make a domestic island in any of the delightful counties, and the picture in the rear window can be, first, of "bowery hollows crowned with summer sea," and then, in the space of a couple of days, the New Forest, or the South Downs. This must have *some* effect on the enjoyment of the most parochial. Being oneself a-caravan brought to notice the astonishing number of new sites that have sprung up. They have arisen from necessity, and where the caravans are well spaced and concealed the effects are tolerable. It would be tilting quixotically and futilely at windmills to complain of them, when, as was seen at Exeter, the pre-fab township presents its varied horizon of rabbit hutches only half a mile away. Caravans are much like pre-fabs, and built with the same practical requirements in mind.

Such observations arose from a short tour in a Chalfont Cruiser caravan, towed by a Morris Oxford, which proved to be just right for a van of 14ft or so. It always seems as if the towing car is impossibly small, in front of the looming caravan. The Cruiser is a new design, and it was collected from the works. Camping of the normal kind would have been impossible in the weather in which this holiday began. The bottom fell out of the barometer, which recorded, according to the excited dailies, the lowest for many years. Saturday and Sunday were spent parked in a farm drive under the Mendips, after taking the van down the Cheddar Gorge, as initial towing experience. Is it not a little refreshing, in this age when we crouch under the threat of man-made cataclysm, to listen to the big guns of the wind and enjoy some of the uncontrolled effects of storm? Towing, on exposed roads, would be very difficult, for streamlined is one thing that the caravan is not.

It is strange that more people do not try a winter holiday in England. For caravanning especially, there is the advan-

Leaving the Mendips beyond Axbridge, Somerset, approaching the main Bristol to Bridgwater road.

On A303, passing among the rich pastures of the West Country.

IN THE OFF SEASON

by J. F. Hewish

tage of quiet roads. The West was almost deserted, after its summer flurries. Most of the troubles of the "season" can be forgotten in the winter. True, it is not possible to bask after bathing, but the holiday is so welcome, after cold and gloom and cities, and there is golf, or riding or walking, all at their bracing best.

Under the inclined sunlight England is almost more colourful in the winter; this was seen on the run back from Exeter. The trees, certainly, show only dark and leafless gradations, but the patina of ploughland and fallow was incomparable. A303 shows off the best of Somerset, with Mere as the gateway to the Wiltshire Downs. The view of Stonehenge is like a concluding and triumphal arch, near Amesbury. When weatherbound, the car is an escape, and there was time for stormy golf at Weston-super-Mare, and again on the heathy well-drained course at Frilford, near Abingdon.

Practical matters must be kept in mind, of course; although, as the last few days of this trip revealed, some of England's best weather often comes early; there is always the risk of snow or ice, and then towing is just about impossible. These conditions are hardly usual.

Even with the small gasfire used in the Chalfont, the caravan was warmer than the average house. Waterproofing is vital, and not all vans fulfil such a requirement as well as this one did. A low condensation characteristic is also desirable, and this obscure quality is related to several factors, the material used in the construction especially.

Standings are the worst problem. It is risky to venture on to grass, except on the best drained ground. This cuts out some of the more idyllic sites. It is safest to use some kind of hard standing, and a careful preliminary study of sites, commercial and better, is recommended. If, for reasons of taste, the commercial ones are taboo, then friendly farmers or (as on this tour) innkeepers, are the only chance. The light is short, so a site must be found in good time.

Clothes and boots are important, as is an electric torch, to assist in connecting gas cylinders, for fetching water and so on. A small mat near the door, if not designed into the van, is useful to prevent too much of the site getting inside, also a small brush for cleaning the interior. Most of the things are commonsensical—plenty of gas mantles, matches and pullovers. The last for visiting relations in. They are not needed inside the caravan.

The way to spend the gas-lit hours is a matter of taste. There are worse combinations than a warm bunk and a Peter Cheyney, or similar entertainer, with rain and wind for "noises off."

Reserve towing capacity is always useful, but economy may prevent the use of a large car. A whole article could be written about towing, and the need for much care and deliberation. Certainly the Chalfont and the Oxford, with the caravan weighing about 17½ cwt, made a fine pair, even for inexperienced drivers. Petrol consumption is up by towing by about 20 per cent, which is not as much as might be expected.

Emergency shake-down for the night. Not all inns would have as much space as this.

Caravanning appeals to the contemplative side of men (the caravan is a 12ft Berkeley Messenger) . . .

CARAVAN TRIP No. 1

HINTS FOR THE MOTORIST ABOUT TO EMBARK ON HIS FIRST TOWING TOUR

by John Cannon

SOME years before the war four of us started out on our first caravan trip. We didn't know a lot about the game when we set course and our experiences during the following fortnight were sometimes rather shattering. The car was old and we spent a day in Devon waiting for a rear spring to be replaced. The caravan was new and throughout the fortnight the food tasted of varnish.

However, we had lots of fun and returned determined to have another go at the earliest opportunity.

The motorist who starts his caravanning in 1951 will probably not have to contend with cheese and varnish sandwiches, for most of the caravans of today are vastly superior to those of the middle thirties, but there are still a number of points to watch when setting out on one's first caravanning trip.

Fitting a Bracket.—This is a job which can be planned and executed well in advance of the actual trip. It is not a long job; a skilled craftsman can usually complete a simple bracket in about four to five hours. The average cost is about £6 or £7. For most of the popular post-war models there are brackets made by, or in consultation with, the car manufacturer, obtainable from an agent more or less "off the shelf."

"No Grannies"

The making and fitting of a towing bracket should be entrusted only to an establishment which specializes in this type of work. Fitting a really serviceable bracket to some of the modern chassis-less cars is quite a complicated business.

There is no need to worry about spoiling the appearance of your car. A well-made bracket should be almost invisible when it is not actually carrying the ball of the caravan coupling. The ball, as well as the bracket itself, should preferably be attached by high tensile bolts.

Selecting a Caravan.—Whether you are buying a touring caravan or merely hiring one for a holiday, it is essential to select a model which can be towed comfortably by your car. This point cannot be over-stressed. I learned my lesson the hard way when I spent three days on a glorious site in a Devon bay wondering all the time whether my car would pull the too-heavy van I was using at the time up the hill out of the site.

I had gaily accepted the word of a farm-hand that the hill down to the site was "not very steep." He failed to tell me, however, that there was a 90-degree turn at the bottom, and that the climb out would have to be done from a standing start.

Unfortunately, no hard and fast rule can be laid down as to what weight any particular model of car will tow; so many factors have to be taken into consideration; the age of the car, its condition, its actual weight (the heavier the better as it helps to avoid the tail wagging the dog), the type of country to be traversed, and the ability and experience of the driver, are just a few. A reasonable general rule, however, is to fix a top limit of about a hundredweight and a half to each nominal horse-power by the obsolescent rating system.

The calculated weight of the caravan should include all personal kit, a gas cylinder and all the other odd items you might wish to load. It is well to bear in mind, in addition, that caravan manufacturers are more liable to underestimate the weight of their products than to over-estimate. The unladen weight which they are compelled to paint on the drawbar of the caravan means next to nothing. An ex-works weighbridge certificate for the particular model, fully equipped with mattresses and so on, is the only reliable guide.

Most caravanners exceed the top limit I have mentioned but it is certainly unwise to do so on your first trip. Quite a number of good, solid holiday four-berths can be towed with a reliable Ten and there are one or two lightweights that a good Eight will pull satisfactorily.

The usual layout for a holiday four-berth is a pair of straight single beds at one end, a double settee bed or double dinette bed at the other and a kitchen and wardrobe space in the centre. If a dinette is fitted the occupants eat at a hook-on table between the two halves of the dinette. The table makes the centre portion of the bed at night and is covered by the back-rests of the seats. These beds are perfectly comfortable but a bit tricky to make at first.

When a settee double bed is fitted eating is done at a hook-on table between the single beds. Settee beds are usually easier to make and are more comfortable for sleeping, as they have only two full-length mattresses.

Cooking and Lighting

Bottled gas is now used almost universally for cooking and lighting, though electric lights supplied from the car battery may also be fitted. The gas is perfectly safe to use, provided that the normal precautions of not looking for leaks with a naked flame, and making sure that either a window or a ventilator is open, are taken. The gas is heavier than air, by the way, and so, if it leaks, will hang about on the floor and at the bottom of lockers. Both popular makes of bottled gas have their own distinctive odour which you cannot mistake. But let's hope that you will not be troubled by a gas leak.

Planning a Tour.—Caravanning is a relaxation, so there is no point in trying to cover the maximum distance in the time available. It is wise to make an outline plan for the first trip but it should be sufficiently flexible to allow you to stop the extra day or two if you find a spot which you like a lot. No plan should commit you to towing more than about a hundred miles in any one day. Personally, I always like to get on the road as soon as possible after breakfast and complete my towing before lunch. This leaves the rest of the day clear and gives one the chance to ferret out the best site at the destination end. I consider it most unwise to tow until dusk unless one knows the exact location of the destination site, and that there will be room to get in there.

Towing.—Towing any reasonable

This stainless steel stove is specially made by Bertram Hutchings for the Winchester caravans.

touring caravan is not a difficult business and a competent driver should be able to cope comfortably right from the start. Safety points to watch include the following: The overall length of the outfit is more than doubled and the width usually increased slightly, so room and time must be allowed when overtaking cyclists and other slow-moving vehicles. Trafficators and rear stop lights will not be visible to those behind, so positive hand signals must be given as often as possible. By virtue of your increased length and width it is more difficult for faster moving traffic to pass you, so it is wise to allow others space to draw in ahead of you if they cut things a bit fine.

Points of law to remember are that you are restricted to 30 m.p.h. when towing, your rear number plate must be reproduced on the back of the van, and you must have a clear view through the van windows to the road behind, or fit a wing mirror. With most modern cars the rear window is too low to allow a good view through and a wing mirror is essential. The ideal solution is a mirror with an extending pillar.

If you contemplate towing at night you must have a rear light on the caravan and if, which is most unlikely, the caravan extends sideways more than a foot beyond the side lights of the car it must also be fitted with side lights. Overrun brakes, to comply with braking regulations concerning trailers, are fitted on all touring models.

Always start off in bottom when pulling away from a halt and use gears freely in slowing down and descending hills. Caravan brakes, most of which are cable operated, are not generally as efficient as they might be and it is a good plan to carry out a braking test on the first piece of clear road you find, in order to ascertain how much the caravan affects braking efficiency.

Reversing a car and caravan is a decidedly tricky business at first and it is wise to carry out one's first experiments on an open field or site. If one applies normal lock to the car the caravan goes in the opposite direction and the outfit scissors. Once the caravan has been started off in the right direction by the application of opposite lock on the car, however, everything should be fully under control. You can have an immense amount of fun trying out reversing on a piece of open ground, but remember to apply the reversing stop to the overrun brake of the caravan.

Coupling and Uncoupling.—There should be little difficulty here. Nearly all modern couplings have a ball on the towing bracket of the car and a cup on the front of the drawbar of the caravan. They are easy to operate and almost foolproof. The point to remember is that most of them have a locking pin and that this must be in the closed position before towing commences. If you stop in a town to do some shopping, have a look at the pin before starting off again; caravan couplings seem to have a fatal fascination for small boys. The nose weight of most caravans will keep the coupling engaged even if the pin is unlocked, but an upward thrust over a bad bump or humpback bridge could then easily unseat the cup from the ball.

Uncoupling Drill

The normal drill for uncoupling a van on a site is to lower the two front corner legs, lift the drawbar clear of the towing bracket, wind down the rear corner legs and then make the final adjustment for level. A small spirit level is a useful accessory. The corner legs should be wound down till they "bite" the ground and steady the corners, but should not take any of the main weight of the van.

To couple up, the car is backed up so that the ball on the towing bracket is level with, but a few inches offset from, the cup on the drawbar. The rear legs are wound up, the van is rocked gently so that the cup engages the ball and the front legs are then wound up, the ball and cup engaging as the weight is transferred. If the van is not too nose-heavy the front legs can be retracted slightly before actually coupling up and the cup dropped straight on to the ball. In both coupling and uncoupling, a jockey wheel (fitted to most of the better makes) helps greatly. After coupling up make certain that all four legs are fully wound up, that the coupling is locked and the jockey wheel raised.

Site Finding.—Unfortunately it is not easy these days to find good sites near big towns or popular seaside resorts, and club site lists are advisable. In country districts, however, one can usually find a farmer willing to allow the touring caravanner to pitch on some part of his land for a reasonable price.

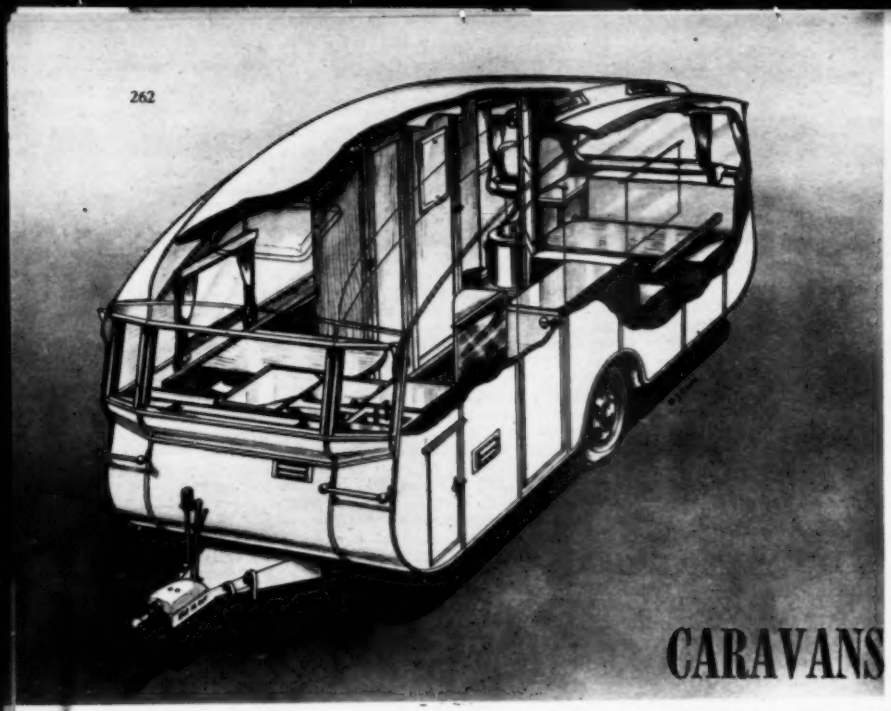
Fitting Out.—Try to keep kit down to the minimum but be sure to take such essentials as gumboots, a windcheater and warm bed clothing. Sleeping bags are very handy; they save weight and make bed making easy.

Don't take your best crockery—a hurried departure from a site without a careful check-up of crockery stowage can result in the breaking of a complete set of this precious commodity. We have invested in a set of oven-proof glass plates and find them most useful.

A tin-opener is a "must" if the caterer of the party is not to spend overlong at the sink and stove, and a pressure cooker is also a very useful item of equipment. A torch and a large Thermos container for milk are other items which are permanently on my caravanning inventory. Most hire vans these days contain no equipment other than the gas stove and the mattresses. You will need to take bedding, crockery, cutlery, cooking utensils and a good-sized water container.

Insurance.—It is wise to insure a caravan for all risks; a number of companies produce special policies at a very reasonable premium. If a car is to be used for towing the insurance company covering the vehicle should be notified. There is usually no extra charge for extending the third-party coverage to include the caravan.

. . . while it need not interfere with the manifold activities of a busy woman. (The lounge, with its Venetian blinds, is that of a Berkeley Ambassador.)



A ghost view of the Winchester Earls Court. This caravan is one of the most luxurious touring designs made. The drawing shows the four-berth version, which costs £1,050.

CARAVANS FOR ALL

DEVELOPMENTS, PRICES AND PROSPECTS

"CULTIVATE a little impudence" said one of the characters in *Man and Superman*, and a glance at the caravan industry's course since the war shows that it might well have been considered impudence a few years ago to imagine that any large growth was possible. Wood of all kinds was likely to be pitifully scarce, and Governments were brewing far-reaching schemes of housing that might have been expected to absorb such materials as there were; houses that might make the living type of caravan unnecessary, except for the few native woodlanders who would prefer this kind of living all the year round. Labour was short, and conditions generally were uncertain. Yet it seems that, impudence or not, according to opinion, the growth has taken place. Measured by the number of firms, though these are no clear indication of output, it has more than doubled the size of the industry.

In many ways the impudence has borne good fruit, and the demand for caravans is still large. The percentage of living caravans to the touring variety, which last year was 80 per cent of the total, has fallen, and more interest is being taken in the holiday caravan. From one point of view the increase in the production of living caravans that took place, although deprecated by some, was no bad thing. The modern caravan, provided it is made by sound and honest methods, is a scientifically designed machine for compact living. Living that is strait by normal domestic standards, but still living, is all that many people wanted in the post-war period of disruption, in which we are still struggling. The caravan makes use of modern materials and methods, aluminium and hardboard, bonded veneers and plastic cements. It is double skinned for insulation, and a well-made model is just as comfortable as some of the doubtful modern houses, with their large area of heat exchanging windows, and none too massive walls. Thus it may be said that the living caravan industry has merely taken the building of prefabricated houses out of the hands of the Government.

Mobile and Static

The chief opponents of the living caravans, of course, are those who care for the appearance of the English countryside—a priceless and rapidly diminishing asset—and they would be glad to see the last of the unwieldy grouping of large vans on coastal and other sites. This practice, which has come under the eye of the Ministry of Town and Country Planning, had tended to prejudice public opinion against the real holiday caravanner. This is a pity, for the holiday vans are on the increase, and there is an enormous interest in their design and use, as was seen at the last London Motor Show, where many families were busy transforming the rather arid background of Earls Court into Lakeland, and trying the possibilities of cookers, lockers and divans by every possible means.

The cost of living is playing a large part in the holiday caravan movement, for the squeeze is on England and her middle classes, and more and more the family holiday, free from the expense of hotels, is desirable. As another article in this issue demonstrates, a touring van can be just right. A faint (or distinctly audible) murmur of dissent from the kitchen and sink may be heard at this suggestion. Above all, wives and mothers want holidays, too, but some kind of compromise, as the writer's colleague has shown, is possible, by balancing meals in against meals out. Total escape from the family is not possible in this world.

Both in choice of van and in the actual craft of caravanning possibilities are greater than ever before. The efforts of the National Caravan Council and the Caravan Club have led to a better recognition of caravanners and their needs. There are areas of National Parks, especially in the North, which are probably new to most people. To enjoy his craft to the full the enthusiast needs space, above all, and that is why the less frequented parts of the West Country, for instance, may be less popular than Scotland, which is the caravanner's Elysium. Confidence in the prospects, despite an uncertain world, is shown by the arrangements that the Caravan Club is making for the Festival of Britain, with a special site at Chigwell, for members and visitors. There is also to be an international rally at Florence this summer, from July 26 to August 6. The keenest caravanners will probably

prefer to make their holidays alone, nevertheless.

As for the industry itself, and what it offers, the prospect has never been so varied. It is "Van and Supervan," although uncertainties arising from defence needs are casting a slight shadow over an industry that needs timber, metal and rubber, and there may be some hardships. Far-seeing makers have laid in stocks of material, and the writer visited a well-known Wessex firm not long ago which is still using magnificently seasoned English timber bought before the war. Such heights of quality are not likely to be attained by most makers.

There is great variety in methods of construction. Some firms favour aluminium for exteriors, and some hardboard such as Masonite. Timber and metal framing also ring the changes. Some caravans still use the coachbuilt timber frame, while some promising designs, such as the Chalfont, are

PURPOSES

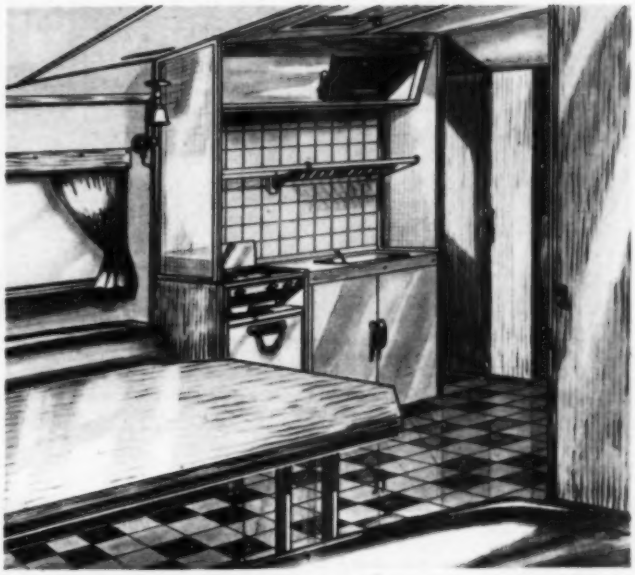
FOR THE BUYER

using a metal framework. Most makers buy their chassis separately, from firms such as Bramber, and Taskers. A caravan chassis, to those used to the girdered frame of a car, can be disappointing, but the double skinned shell, which is now universal, forms an admirable stressed box which makes the whole thing very strong.

It has naturally been impossible for *The Autocar* to gain practical experience of all the caravans mentioned, and caravans are difficult to judge without it. It is not only one year of good towing and resistance to the weather that is the test, but several, and the inbuilt qualities of endurance are hard to assess. Most of the makers mentioned, however, are fairly old hands at the business, and it is not in their interest, with many spurious products about, to lower their own standards.

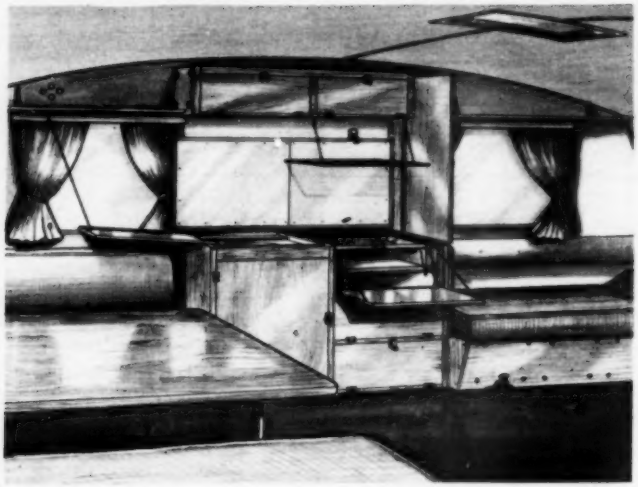
The variety that is now offered is more one of detail than of fundamentals. The use of the space in a caravan was fully developed before the war. The layout which provides a central living-cum-sleeping compartment for the larger model, with end-kitchen and possibly a separate bedroom, such as in the Thomson Almond and Berkeley Ambassador, is popular; also popular is the two-compartment division, with side kitchen unit and single dinette for the touring models. Excellence comes in the variation of these layouts, and in detail. There is still scope in construction methods. The Cheltenham Elk, with its welded aluminium panel joints, is an example, as is the expensive Coventry Steel method, in all-metal. Berkeley claim special breathing qualities for their Cellofab units, but this is a new name for an old building dodge, which no doubt works well in its new setting. A guess for future developments is that good towing qualities, with through-vision for the driver and weight kept low, will be an absolute buyer demand for the holiday van.

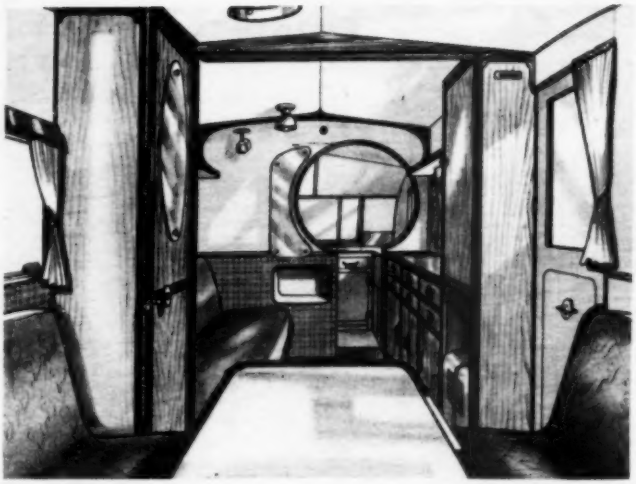
It is very true of caravan buying that "there is nothing that cannot be made



Top: Lounge of the Carlight Colonial Mark V; a lantern roof design, it costs £1,560. The stove for hot water supply and interior heating is seen on the right.

Lower: An original design, the 12ft 6in Berkeley Messenger has tiered bunks and centrally placed kitchen. Anti-splash shrouding for the cooker is a useful feature.





Top : The Eccles Alert, a touring design of 14ft, with dinette, double bed, and two single bunks. The sink cover forms a draining board when unfolded.

Lower : A thick bulkhead divides off the kitchen of the Siddall Morning Mist. It is used for storage space. An airing cupboard is seen over the gas heater on the right of the living compartment.

CARAVANS FOR ALL PURPOSES . . . . . continued

a little cheaper . . ." and the huge living van, 22ft long and priced at £300, that may look resplendent beneath its superficialities of paint in the sale park, is best avoided. Most of the luxury holiday vans are in the £400 to £600 class, and it is possible to pay much more than that. Among the small and inexpensive are the Glyder Flyte, two-berth, which was at Earls Court in the autumn, at £189, and the Alperson Sprite, which is a four-berth, for only £218. These, with the Wee-Kenda, made by Essex Sheet Alloys, are nearly all under the £250 class. £350 to £500 is a more populous range, with the Lywood Cadet and the Sprite Major, while the Berkeley Messenger just escapes into a higher range. The Thomson Almond is a Scottish built touring van at £325.

This class includes some fine touring models, such as the Courier, and the Car Trailer Countess, which with the Raven Castle is distinguished by a sunflap. The whole rear end of the Berkeley Messenger opens up. The Eccles Alert is £350 and the Chalfont Cruiser £345. Pascall make the Pilot Lightweight, at £450, and there is little difficulty in finding a range of touring vans at around this figure. Luxury models, such as the Winchester and Carlight, are still maintaining their eminence. The Earls Court, with its distinctive Winchester workmanship, is £1,050. The Carlight Colonial, that impressive living van, now has an immersion heater.

Choice for the more fortunate buyer will perhaps fall in the £500 to £700 range; the Siddall Rainbow, a recent design, is 15ft long, and costs £609. It has an end-kitchen, which is not common in vans of this size. The Burlingham Lindale is as "reet" as its Lancashire origin suggests. The Languard, by Country Life, is £798, and the other Car Trailers model, the County, is a medium sized design with a lantern roof at £690.

Before hitting the top, in the absolute luxury range, there are a few models, such as the Berkeley Ambassador, which provide most of the living van requirements, such as a separate kitchen, bedrooms and bathroom. The price is still £955.

Technical Developments

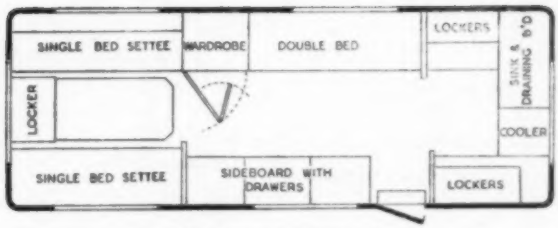
Although it has been a time of detail improvements in the main, there have been some technical changes since last spring. The Spencer Moulton Flexitor, which is fitted to Bramber chassis, gives independent suspension and reduced overall weight. One production caravan at least has already adopted it. Another move towards light weight is the use of pressed steel chassis, of which Taskers are now producing a range. Competition has probably kept caravan prices from rising very greatly, despite the upward trend in almost everything.

That ideal of the holiday caravanner, the perfect layout for a van of about 15ft, has not, so far, appeared, and perhaps it never will, unless some far-seeing firm arranges a buyers' census to concentrate the experience of various users towards interior improvements. Several firms, among them Eclipse and Winchester, specialize in making to the customer's requirements.

Among the accessories, the uncertainty of good quality solid fuel is leading to the popularity of the stove that will burn almost everything. It is interesting to see that the makers of the Winchester caravans actually produce their own hand-made stove for this purpose, in stainless steel. It is a perfect piece of equipment for a luxury caravan. Some of the nylon woven fabrics that make such durable loose covers for American cars would seem to be the ideal covering for caravan mattresses and furniture, as they are easily cleaned and of attractive patterns. Perhaps they will appear at Earls Court on the stands some year.

The scheme of the National Caravan Council, for giving the "approved" stamp to a number of makers, has continued, and a number of firms have been added to the list during the past twelve months.

Opinions on the use of space by some representative caravan makers are here summarized by means of accommodation plans, all reproduced to the same scale. Layouts shown are those of typical holiday and touring vans, with a number of the luxury and living caravan types. Centre kitchen units will be noticed on most of the holiday vans; the larger models go in for separate rooms and permanent living-space, with the kitchen in the rear. It will be noticed that of the touring vans, only two use tiered bunks, the Sprite and the Messenger. The fresh-air features of the Messenger and the Countess are a special removable rear-end and the well-known sun flap.



THE 'WINSOME PIONEER II'

CARAVAN BUYERS' GUIDE

DETAILS AND PRICES OF AVAILABLE MODELS

(* denotes firm approved by National Caravan Council)

ABBEY AUTOS (CAR SALES), LTD.
44 and 46, Chase Side, Southgate, London, N.14.

This firm sell the Landschooner caravan. It is a 4-berth holiday van recently reduced to £295. It is 18ft 6in long. The interior divides into two compartments, with centre kitchen.

ALPERSON PRODUCTS, LTD.
The Avenue, Newmarket, Suffolk.

Makers of the Streamlite Sprite and Sprite Major, both touring vans. The Sprite Major is 15ft 3in long, weighing 17½cwt. 4 berths, divides into two compartments. End-kitchen layout. Available this year with improved furniture, and with hardboard or aluminium exterior, at £278 and £298 respectively. The Sprite is 11ft and weighs 12½cwt, with a 4-berth layout. Price £218 with aluminium exterior.

***ASSOCIATED BRITISH CARAVANS, LTD.**
55, South Street, Epsom, Surrey.

Makers of the very extensive Rivers group of holiday and living caravans, supplied with a 5-year guarantee. The Danube range, lengths 16ft, 18ft and 20ft, priced from £890 to £1,500. Typical model is fitted with bath, toilet and hot-water supply from stove. Thermal insulation especially sound. The Nile range are from 10ft to 15ft in length. Typical model, 14ft 6in long, is priced at £574, plus purchase tax. Nile de Luxe at £650, and Shannon, 15ft long, at £756. Nile de Luxe is designed for good towing, and is supplied with a variety of layouts.

***BALMFORTH AND COMPANY**
Caravan Works, East Mesterton, Malton, Yorkshire.

The Queen and the Empress are improved versions of previous models. The Queen is 16ft long and 7ft wide, 4-berth with one single and one double bed. It has an end-kitchen unit, and the main compartment divides into two for sleeping. Price from £650. The Empress is a living caravan, 22ft long, divided into a lounge, forming two bedrooms, a separate child's bedroom, and side kitchen. A 5-berth, with two double beds, and one single. This van is equipped with 40-gallon water tank and water heater. Price is from £895.

***BAMPTON BROS.**
Oxford Road, Swindon, Wiltshire.

This firm make a large range of touring and living caravans. The C.21 is 21ft long, dividing into three compartments by folding partition and sliding door. Rear end-kitchen. Sleeps 4, by means of settee convertible and folding single and double beds. Price £978 plus £4 tax. The C.15 is a 15ft touring van, a 4-berth with two double-bed settees. Divides into two compartments, with folding partition. Rear end-kitchen. Price £625 plus £4 tax. The B.14 is 15ft 9in long. It is a touring layout with two double beds, and front-side kitchen unit. Price £450, plus £2 2s tax. B.102 and 103 are alternative layouts, for 3 and 2 berths in a 10ft body. The 102 has a front kitchen unit, and two single-bed settees at a dinette at the rear end. The 103 has a single-bed settee at front and a double dinette at the rear. The stove and sink are facing at the sides. Prices, £280, plus £1 10s, and £295 plus £1 10s tax, respectively.

BENTLEY CARAVANS,
Priory Bridge Road, Taunton, Somerset.

This firm manufacture the Bentley caravan shell. Body length 22ft x 7ft 6in wide. It is suitable for use as a living caravan or for shop or showroom purposes. Price £396. They are also distributors for a number of makes including Country Life, Paladin Landover and Connaught.

BERKELEY COACHWORK, LTD.
Biggleswade, Bedfordshire.

Production of the large Ambassador is continuing. This model is 22ft long and weighs 36cwt. It has separate *Ideal Homes* design end-kitchen, and all requirements for permanent living, including hot-water supply and bathroom. There is a separate compartment at the rear for housing replaceable services such as gas and water tanks. Price is £950, plus £5 tax. The Courier is 17ft 6in long and 7ft 6in wide. Weight 26½cwt. The main compartment divides into two for sleeping, and there is a separate end-kitchen. The Standard model costs £487 10s plus £2 5s tax. De luxe version, with improved panelling and doors, is £544, plus £2 5s tax. The Messenger introduced for touring, is 12ft 6in long, 4-berth, weight 16cwts. It has a centre kitchen unit. For 10 h.p towing, the Messenger has an opening rear-end for sun-lounge. Price £365, plus £1 tax. This firm also make the Deputy, a convertible caravan, which can be used as a garage or boathouse, by jacking up and removing the wheels.

***BERTRAM HUTCHINGS CARAVANS, LTD.**
124, Stockbridge Road, Winchester, Hampshire.

Makers of Winchester, individually built, luxury caravans. Layouts can be made to suit owner's requirements. All caravans are on Winchester steel chassis, equipped with handbrake for manoeuvring, and interior-operated wheel-jacking system. Bodies are coachbuilt from selected materials. Current models: Earls Court in 2- and 4-berth versions; 14ft holiday van, with bay window at front and lantern roof; end kitchen unit, 2-berth, with two single beds, and 4-berth with two doubles, one settee-type and the other folding. Both models £1,050. The Royal is a larger model of similar basic design. In 18ft and 21ft versions, both with bay window at front and lantern roof. Longer model divides into three compartments, with end-kitchen. Each model has folding double bed and two singles, and the 21ft Royal has hot and cold water system, and shower. Prices, £1,600 and £1,385 for larger and smaller models respectively.

BRAMBER ENGINEERING CO., LTD.
Springbok Works, Waterloo Road, Brickwood, London, N.W.2.

Makers of caravan chassis and trailer equipment, including the Spencer Moulton Flexitor units which provide independent suspension for trailers, with certain design advantages. They are available in a range of capacities for specified loads and hub sizes. This firm make tubular caravan chassis and a variety of axle, hub and wheel units.

***BURLINGHAM CARAVANS**
Carstang By-pass, Carstang, Lancashire.

A large 22ft design is now standardized the Windermere, a 4-berth for permanent living. It is divided into three compartments, with separate end-kitchen and separate toilet. Equipment includes ironing board, kitchen table and hot water supply. Unusual overhang roof. Price £1,250. Another established living van design, the Langdale, is 16ft 6in long. A 4-berth design, it divides into three compartments. There is an end-kitchen and separate toilet in the rear, with food safe and footbath. Price £1,295 with lantern roof. The Rydal is a new model, 16ft long, and designed for touring. Divides into three compartments, with end-kitchen; it is a 4-berth, with two double beds. The Lindale is an established touring design, two compartments, with dinette at front, and centre kitchen. Double bed at rear. It is 14ft long. There is an alternative 2-berth layout with separate toilet. Prices from £599. The Sportsman is a 13ft holiday van, designed to carry a dingby on the roof. Price £599.

***CARLIGHT TRAILERS, LTD.**
Church Lane, Sleaford, Lincolnshire.

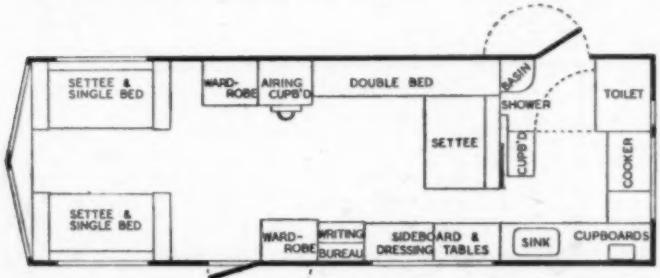
This firm are now concentrating on the production of the Colonial, Mk. V, a large living caravan which is also designed for good towing qualities. It is 22ft long, 7ft 2in wide and weighs 35cwt, has a lantern roof with expanded portion at rear; 4-berth, with one double bed and two singles and alternative arrangement, in A and B models, of dinette or folding double bed. Separate kitchen at end with ventilated larder and oven gas cooker. Heating by Pithers stove, which provides hot water supply and heats airing cupboard. Two full-length wardrobes and dressing table and writing bureau; this is one of the most luxurious caravans made. Price £1,650.

***CAR TRAILERS, LTD**
Luton Road, Harpenden, Hertfordshire.

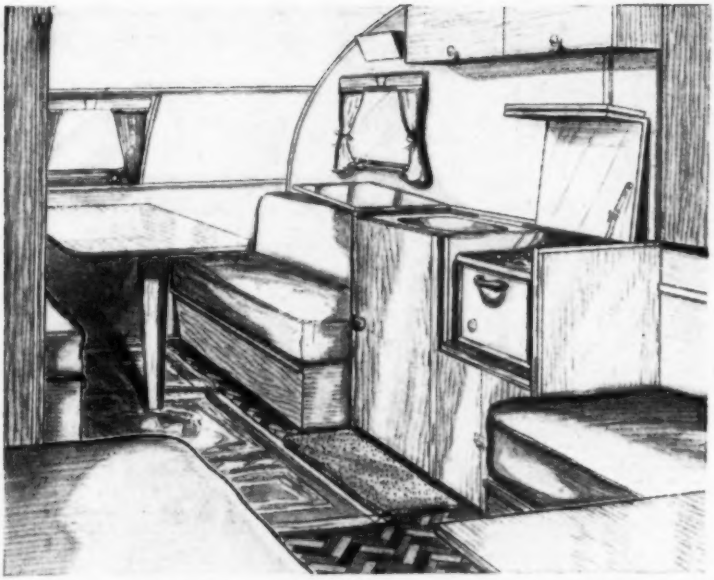
The well-established County ft continuing almost unchanged. It is a lantern-roofed design for medium touring, 16ft 6in long. It divides into three compartments, with double bed settee at front and kitchen unit at rear corner, with rear entry door. Sun flap at side is optional. Pithers stove can be installed and there is separate heating for airing cupboard and wardrobes. Weight 20cwt. Windows provide see-through for towing. Price, less toilet, Pithers stove and wiring for mains light, £690. The Countess is a 14ft towing model for 10 h.p. cars, designed for easy towing. A 4-berth, 2 doubles, or alternative layout with two singles. Kitchen unit at centre, interior divides into two compartments. Sun-flap at rear end. Special model has alternative layout and Gravinner-heated water system. Laden weight is 18cwt. Price £395.

***CHALFONT CARAVANS, LTD.**
St. Peter's Motors, Chalfont St. Peter, Buckinghamshire.

The larger model, the Cottage, is 19ft long, on pressed steel chassis.



THE CARLIGHT 'COLONIAL V'



Interior economy of the Paladin Wisdom (seen also in the plan below) shows a typical holiday layout, with centre kitchen. Seen on the site of the United British Caravan Company, near London.

CARAVAN BUYERS' GUIDE . . . . . *continued*

Central saloon layout, with end-kitchen. One settee double bed, or two chairs convertible to single beds and one folding double bed. Vanesse any-fuel stove, airing cupboard and running-water system. Price, £550. The Cruiser is a 15ft design, now modified for Bramber independent suspension. All-metal frame and pressed steel chassis. Forward dinette, central wardrobe and shrouded kitchen unit. Designed for lightness and towing qualities. Price £375.

***CHELTENHAM CARAVAN CO., LTD.**
Maida Vale Works, Cheltenham, Gloucestershire.

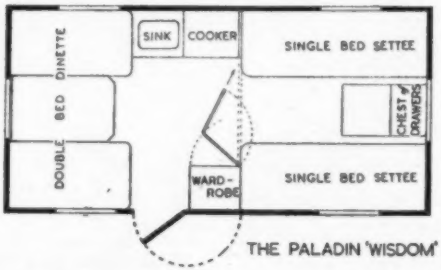
The Elk is a large family van 20ft long, a 5-berth, with two singles, double that can be stowed made-up, and two convertible chairs for fifth bed. Separate rear compartment contains kitchen and bathroom. Separate front compartment, and central lounge, with solid-fuel stove. Price £675. The Gazelle is a touring 3-berth, weighing 12cwt; 12ft long, with double dinette and single bed, in Duniopillo; end-kitchen; £297. Antelope is a 4-berth touring van, 15ft long, weighing 14cwt. Front compartment dinette and double bed at the rear. Designed for the small car owner and for easy manoeuvring. The Gnu is a 4-berth at £625, with front dinette and rear end-kitchen. Living-style equipment; weight 19cwt. Eland is a lantern-roofed design, 17ft long; 2 single beds at front dinette and central double bed. Rear end-kitchen. Toilet room, heater and writing desk. Price £775.

***CHILWORTH CARAVANS**
The Avenue, Southampton, Hampshire.

This firm have ceased to build the Chilworth Midget for the present and are working to special order only. The Midget will possibly return to production. It is designed for the 8 h.p. car; 10ft long, weighting 12cwt. It is 3-berth with rear dinette and single forward bunk. Central kitchen unit. Price £285.

***COMPOSITE VEHICLES, LTD.**
133, Preston Road, Brighton, Sussex.

The Countryside Cottage is 15ft long; weight 17¾cwt. This touring van is supplied with different sleeping layouts for four. Price £445. Range of accessories, chassis, legs and jockey wheels.



THE PALADIN 'WISDOM'

CONNAUGHT CRUISER CARAVANS, LTD.
278, High Road, Ilford, Essex.

The Champion Mk. II, the latest version, is 21ft long and is a living caravan with oak-panelled central lounge, Pithers stove and hot water tank. Sliding doors and separate end-bedroom. Price £595. The Mk. I is still available, 18ft 6in long, a 4-berth design at £550. The Chumleigh is a touring van, 15ft 3in long, 4-berth, dividing into two compartments, with central kitchen and sink. Price £350. The Cambridge is a 12ft 6in 4-berth design. Sink and hot-plate at centre and front double bed settee. Price £275.

***COTSWOLD CARAVANS, LTD.**
Kingsditch Lane, Cheltenham, Gloucester.

The present version of the Sapphire, the '51, is now available, with slight modifications from last year. It is a 14ft 6in touring van dividing into two compartments. Layout includes a dinette or settee double bed at the front. Centre kitchen. A wet-clothes cupboard is now included in the layout. Sold with gas supply and full-size cooker. Price £410, weighs 17cwt.

COUNTRY LIFE CARAVAN CO., LTD.
Romsey, Hampshire.

Range comprises two residential caravans and a touring model. Languard '51, 22ft long, 7ft 6in wide, weighing 27cwt. Equipped with 4 berths, a drop-down double bed and 2 singles in the separate end-bedroom. Centre kitchen and separate toilet room. Hot water from Pithers stove and tank. The Lanclipper '51 is supplied as standard and de luxe model. Length 18ft, width 7ft 6in, 4-berth layouf with drop-down double bed and two single beds. End-kitchen separate. Heating by Oil Convector, or Pithers or Vanesse stove. De luxe model is more fully equipped. The Langull is a touring van for 10 h.p. cars. De luxe model has 4 berths, with two single beds and two tiered single bunks at the rear. Centre kitchen unit. Prices: Lanclipper standard and de luxe, £498 and £535 plus £5 purchase tax. Languard, £798 plus £5 purchase tax. Langull, from £338.

***COVENTRY STEEL CARAVANS, LTD.**
Coventry.

Makers of luxury all-metal caravans, with unusual patented shell construction in aluminium. The Warwick Knight is 21ft 4in long, with central dining room and lounge, end-kitchen and toilet room; the partitions are permanent. Designed for permanent living, with 10-gallon water tank and water-cooled food storage. Supplied with housing for two gas cylinders. Price, complete, £1,600, or as shell, £1,160. Shell with kitchen is £1,290. The Silver Knight 15 is 15ft interior length, construction similar to the Warwick Knight. It is designed for touring purposes. Central dinette double bed, with settee double bed in front separate bedroom; end-kitchen unit. Equipment includes oil heater, plate rack and airing cupboard. Price £633 complete. As shell, or shell with kitchen, £620 and £694, respectively.

B. DIXON-BATE, LTD.
Chester.

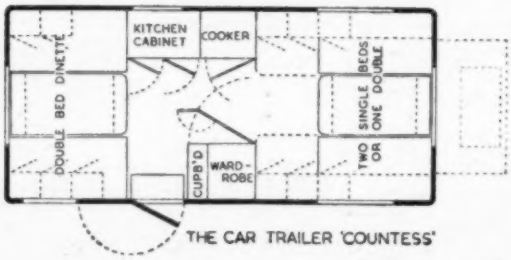
This firm supplies a range of caravan chassis, undergear and towing equipment. Chassis are of a capacity range of 7-30cwt, and up to 14ft long. Also the Dixon-Bate ball coupling with a rubber-cushioned joint. Crank axle units can be supplied separately. Brace-operated legs, jacks and caravan stands are also supplied.

***ECLIPSE CARAVANS, LTD.**
London Road, Wymondham, Norfolk.

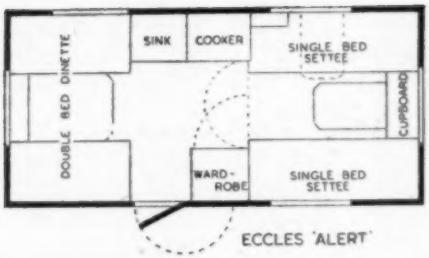
This firm makes specialist caravans produced to individual buyer's requirements. The present range of basic designs comprises the Norvic, a 2-3-berth model at £400 to £485. The Wymondham is approximately 15ft long, a 4-berth. Price £500-£600. The Kimberley is 16ft long, 4-berth, £750. The Broads Special is 17ft 6in long, 5-berth, price £900.

***ECCLES (BIRMINGHAM), LTD.**
Stirchley, Birmingham, 30.

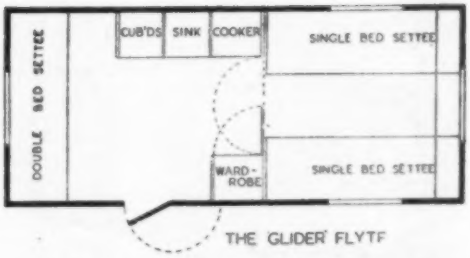
This firm are specialists in the medium-sized touring caravan. The Alert Mk. II is the current version of this established design. It is 14ft



THE CAR TRAILER 'COUNTESS'



ECCLES 'ALERT'



THE GLIDER FLYTE

long weighing 16½cwt. Special attention has been paid to towing qualities. Layout comprises dinette double bed and two single beds or a further double bed. Kitchen unit at centre, with ventilated food storage. Price £550, plus £5 8s purchase tax. The Advance, which was introduced in 1950, is designed for living, with adequate touring qualities also. It is 16ft long and 7ft wide. Weight 20¼cwt. It provides an alternative layout with two double beds to the normal one double and two single. Separate rear end-kitchen; heater and airing cupboard. Price £570, plus £8 13s purchase tax.

ENSOR CARAVANS, LTD.
244, High Street, West Bromwich, Staffordshire.

The Summit, 16ft 6in long, is a 4-berth design for touring with medium-powered cars. Interior now with 3-compartment layout. One double and two single beds in separate rooms. End-kitchen; price £520. Weight 21cwt. The Beacon: dimensions as for Summit, 4-berth, with variations of double and single beds. Central kitchen and solid-fuel stove, with airing cupboard. Weight, 21-24cwt. Price £500. This firm also make a light touring van, the light 4-berth. Length 13ft 6in on aluminium chassis. Two single or one convertible double bed. Centre kitchen, with gas hotplate. Partitions into two. Weight 15cwt, price £560.

ESSEX SHEET ALLOYS, LTD.
Castle Lane, Hadleigh, Essex.

Makers of two living caravan shells and a small touring model. The Commissar is 22ft long and 7ft 6in wide. Weight 20cwt. Claimed of especially sound and modern construction. The Rover is 17ft 9in long and 6ft 6in wide; weight 17cwt (approximately). Prices: Commissar £560, Rover £285. The Wee-Kenda is an unusually small touring caravan, 8ft long and 6ft wide, weighing only 7cwt. It is fitted with two beds, wardrobe and hotplate and is designed for the small car owner. In two versions, the de luxe, with extra equipment, £185, and Standard, £165.

***FAIRHOLME PRODUCTS, LTD.**
Colchester Estates, Colchester Avenue, Cardiff, Glamorgan.

Family Resident model is a development of the Resident II, which is still supplied. It is 22ft long, 7ft 4in wide, 5-6-berth, with separate end-compartment for children; equipped with bath and kitchen. Weight 37cwt. Price £666. The Resident II is 18ft long. Equipped as a living van, with 4-berth layout, for one double and either double or two singles. Ventilated food storage, 3 wardrobes. Burn-anything stove. Price £595.

***H. FISK AND SON.**
Avondale Works, Denby Dale Road, Wakefield, Yorkshire.

Makers of the medium touring caravan the Swan De Luxe. This is lantern-roofed design, 16ft 6in long and 6ft 9in wide, 4-berth, with double and two single beds. Separate end-kitchen with ventilated larder. Triple panelled construction, with aluminium exterior. Stove and airing cupboard.

***FREEMAN CARAVANS.**
Stoke Golding, Nuneaton.

The Wel-Four de luxe model is dual-purpose, for holiday or living requirements. It is 17ft long, 4-berth; weight, 26 cwt. Equipment includes two double beds, end-kitchen, ventilated food storage and airing cupboard. Price £825. Standard Wel-Four; similar dimensions, one double and two single beds, and end-kitchen. Weight, 24¼ cwt, price £750. Wel-Free is a 12ft holiday van for sleeping three or four, with kitchen unit and division. For 10 h.p. cars; weight, 16½ cwt. Price, £495.

CAILEY CARAVAN COMPANY, LTD.
Gailey, near Stafford, Staffordshire.

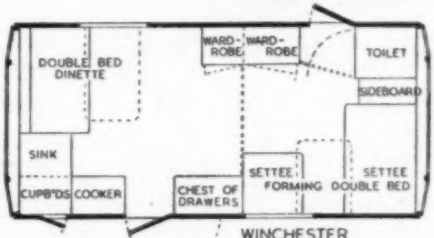
This firm distributes for some of the principal makers, it supplies also accessories for caravans.

GREEN PENHANT CARAVANS, LTD.
Somerford, Christchurch, Hampshire.

Apart from distributing many well-known makes this firm supplies chassis and the Lanz-type jockey wheel.

HARRISON BROS.
Fidentia Works, Station Road, Northfield, Birmingham, 31.

Equipment, caravan legs, sliding jockey wheels, and telescopic jockey wheels, 6in and 8in wheels are supplied, and legs in various sizes, 16in, 21in and 24in.



WINCHESTER EARL'S COURT

JUBILEE CARAVANS, LTD.
Bridge Works, Wednesbury, Staffordshire.

The Dragonfly Magna is continued with small modifications. It is 20ft 5in long, 7ft 4in wide and weighs 12 cwt. The interior divides into three compartments, providing a lounge and dining compartment converting to two bedrooms, with an end-kitchen. It is a 4-berth, with one single and two double beds. Equipment includes a sunken bath and food storage cupboards; the living compartment is heated by a stove which also warms the airing cupboard. Price, £775 plus £2 1s purchase tax.

***THE KELSTON CARAVAN AND JOINERY CO., LTD.**
Hambrook, Bristol.

The two current models are the Commandant and the Commando. The Commandant is a large living caravan, 22ft long, on a Tasker chassis, and weighs 41 cwt. The interior is divided into three compartments, with central living compartment, front bedroom with two fold-away bunks and a folding double bed. The equipment includes a Vanesse stove and hot water system, a Calor gas cooker, and food cupboards. Price £675. The Commando '51 is a smaller end-kitchen design, 4-berth, with two single beds and a fold-away double. When divided, the front forms a separate bedroom-cum-lounge. Price, £427. A holiday van, the Cub, costing £345, 10ft long and weighing 13 cwt, will soon be available.

LOW LOADING TRAILER CO., LTD.
Dean Street, Bedford.

At present this firm is not making complete caravans; a variety of trailers is available, among them a closed trailer designed for camping abroad and for use with the Land Rover.

***D. G. LYWOOD.**
North Hyde Road, Hayes, Middlesex.

The models now in production are the Car Cruiser Cadet and the Mayfair. The Cadet is a touring van, 14ft long, weighing 15½ cwt. It has a 4-berth layout, with dinette and double-bed settee. Central concealed kitchen unit. The walls are fabric lined. It is designed with simplicity and towing qualities in mind. Price, £342. The Mayfair is a 17ft 5in design, dividing into three compartments, with two single beds at the front and a double dinette. Kitchen and toilet compartment are at the rear. A Calor 500 cooker is installed. Price, £725.

MAC MOTORS, SURBITON, LTD.
76, Brighton Road, Surbiton, Surrey.

Makers of caravan shells. The Macrovan Mk II is 17ft 6in long, 7ft wide, and weighs 9 cwt. It is made entirely of steel and aluminium. Can be supplied as a 20ft 6in shell also. Equipment and alternative window and door layouts are available. Price £280. The Mk V shell is supplied either 17ft or 19ft long, and weighing 10 and 12 cwt respectively. Can be supplied with either aluminium or hardboard exterior panelling. Prices, £245 and £315.

MARSTON CARAVANS, LTD.
Seven Sisters Road, Tottenham, London, N.15.

The Investor is 20ft long, 7ft 6in wide, 4-berth with one double and two single beds or a further double. End kitchen and central compartment with Pithers or Vanesse stove. Folding screen will divide main compartment into two. This caravan is designed mainly for living purposes. Price, £499.

***NORTHAMPTON CARAVANS, LTD.**
Kettering Road North, Northampton.

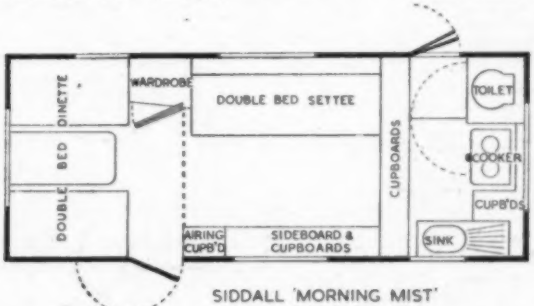
Specialists in small caravans. The 4-berth Glyder Flyte is 15ft 4in long, designed for towing by a 10 h.p. car. One double and two single beds. Interior divides into two rooms; kitchen unit in centre and space for solid-fuel stove. The 2-berth version is only 9ft long, with two single beds and end-kitchen. Designed for 6 h.p. car. Large model is £307 10s; smaller, £189.

***PALADIN TRAILAVAN CO., LTD.**
464, Dunstable Road, Luton, Bedfordshire.

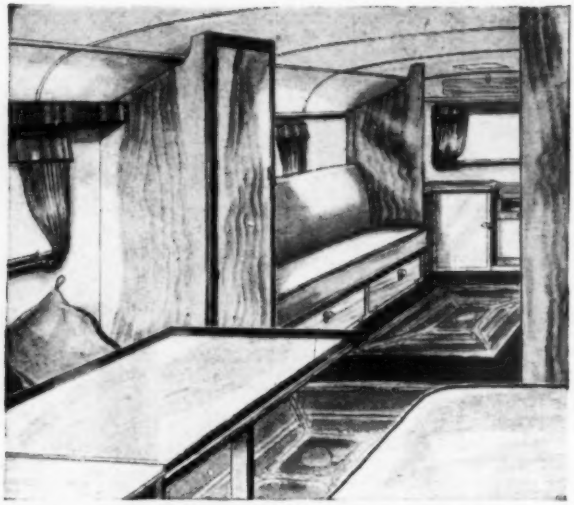
The popular Wisdom holiday caravan is available with increased window space and revised layout. It is a 4-berth, 15ft 5in long; weight, 17 cwt. Double dinette at front. Wardrobe divides off rear end. Central kitchen unit and two single bunks lengthwise at rear. Equipment includes butane gas lighting, seat lockers, and Perspex sink. Price, £555. The Demzen is a living van 20ft long, price £595. Layout includes central living compartment, with end-kitchen and bathroom, front sleeping compartment can be screened, and contains drop-down double bed and two singles. Settee opposite stove, which provides hot water system. Airing cupboard, crockery cupboard, and ironing board. Full-size Bottogas cooker; separate bathroom. Price, £595, plus £4 purchase tax.

***M. H. PASCALL, LTD.**
Priet Works, Oakengates, Shropshire.

The Panther de luxe is a development of this established design. It is 22ft long, a three-compartment caravan, with end-kitchen. Price, £1,475.



SIDDALL 'MORNING MIST'



Smart interior of the Winsome Pioneer, made by L. Mellor (Hartshill) Ltd. Seen at the F.O.C. Caravan Centre, Cricklewood.

CARAVAN BUYERS' GUIDE: *continued*

The Pilot Lightweight is a new design for touring and holiday purposes. It is now available with 2 berths and and-kitchen; 15ft long, 6ft 4in wide. For towing by a 10 h.p. car, it weighs 14½ cwt unladen. It is available as a 4-berth layout also. Price, £450.

PATHFINDER CARAVAN CO.
Tedburn St. Mary, Exeter, Devon.
This firm distributes leading makes of caravans, and specializes in the supply of caravan accessories, among them Bowden-Davis and Dixon-Bate chassis and undergear, towing hitches, cookers, corner jacks, heating equipment and furnishings.

PREMIER CARAVANS, LTD.
Harlington Works, Kingsteignton Road, Newton Abbot, Devon.
The Premier Royal is a large model, 22ft long, width 7ft 6in; weight 50cwt. It is a 4-berth, dividing into three separate rooms, with end-kitchen. Special equipment includes plastic bath and gas-operated water heater. Pither's stove also heats airing cupboard. End compartments are separated by sliding doors. Basic price, without Elsan, gas cylinder and water heater, £625. The Queen is a 20ft model weighing 23cwt. It divides into three rooms. 4-berth layout with double bed and two movable singles. Central compartment contains solid fuel stove with airing cupboard. End-kitchen, with Calor cooker and water tank and pump. Price, without gas cylinder, mains wiring and Elsan, is £499 10s.

***RAVEN CARAVANS (1947), LTD.**
Mill Lane, Waddon, Croydon, Surrey.
Well-established makers of a range of caravans. The Viking is a large living model, 5-berth, 22ft long, price £990. The Cottage de luxe is also a 5-berth, 18ft long. With an oak panelled interior it sells for £518, and there is a version at £494 10s. The Mignon is a popular 5-berth, 10ft long, for holiday and touring use. It costs £290. The Castle is a 14ft touring caravan, price £375.

L. T. RUSSELL AND SONS (ENGINEERS), LTD., and HAMPSHIRE VEHICLES, LTD.
11, Landport Terrace, Portsmouth, Hampshire.
Suppliers of a standard 16ft 4-berth caravan, with bow window layout at the front and settee that converts to a double, or two single, beds. Prices range from £365 to £465. Also supply chassis and undergears for caravan building, and accessories.

***SIDDALL CARAVANS, LTD.**
Old Bath Road, Cheltenham, Gloucestershire.
The established Morning Mist and Rainbow models are continued. The former is 17ft 4in long. Layout has central living compartment with double dinette at front and central double-bed settee. Bulkhead used for store space is unusual feature. Gas heater and airing cupboard in centre. Unladen weight is 24cwt; price £624. The Rainbow is a 4-berth, providing an end kitchen and toilet within touring dimensions. It is 15ft 7in long and weighs 23cwt. There are a side dinette and double bed settee at the front. Front compartment is separate. Equipment includes oven gas stove. Price £669.

SOUTHALL CHASSIS MANUFACTURING CO., LTD.
239, The Broadway, Southall, Middlesex.
Caravan accessory manufacturers, offering a wide range of chassis (which can be supplied with Flexitor rubber suspension), hitches, jacks and jockey wheels. Materials such as strip in wood and metal, windows and frames, and interior equipment such as sinks, drainers and heating equipment.

R. SOUTHERN AND CO., LTD.
Robin Hood Works, Wakefield Road, Brighouse, Yorkshire.
This firm will make caravans to owner's requirements, and they are preparing a 20ft trailer van. Their standard products are large 4-wheeled showmen's caravans for permanent residence.

R. G. SPARROW.
Framley, Ongar Road, Dunmow, Essex.
The Vanmaster is a living carvan which can be supplied with alternative layouts. It can be supplied complete or as a shell. Length 22ft, 4- or 5-berth layout, using separate rear compartment as kitchen or bedroom. Equipped caravan includes Pithers stove and hot water supply. There are a kitchen cabinet and folding bath. Price £695, or as shell £560.

STANMORE CARAVANS.
8, Worth, Crabtree Caravans, Oakmere, Northwich, Cheshire.
This range includes the Stirling, a 4-berth, 22ft van weighing 32cwt. Equipment includes hot water system and bath, end-kitchen and toilet. Price £760. The Lincoln is a 4-berth at £495. It is 18ft long, with central lounge and end-kitchen. In the touring range are the Sapphire, a 4-berth with settee double bed, dinette, and end-kitchen. Price £299. The Comet is 16ft long, weighing 15cwt, with centre kitchen and settee double bed forward. Price £299. Both these models are designed for use with a light car, and have good towing qualities.

STEPHENS AND WEST, LTD.
Kent End, Ashton Keynes, Wiltshire.
Makers of the Conway Castle and Caernarvon Castle models. The Conway Castle is 22ft, and weighs 34cwt. It is a 4-berth living caravan with 6ft 3in double bed and single disappearing bed with second single chairbed. Central living compartment, with stove heating and airing cupboard. Rear end-kitchen, with cooker and sink facing; price £595. The Caernarvon Castle is another 22ft model, a 4-berth on similar lines with large double bed and central living compartment. There are an end-kitchen and gas-heated hot water system. Both these models have a foot-operated water pump. This van can be supplied in aluminium at £635, and in hardboard at £610.

SURBITON PRESSWORK CO.
67, Alpha Road, Surbiton, Surrey.
At present making chassis and suspension accessories, couplings, jockey wheels and corner jacks; the Alpha chassis, up to 22ft, costs £80–£90. Can be fitted with Bramber Flexitors. Also distributors of the Thistle, a caravan shell 15ft 3in long with independent suspension. Price £190.

TASKERS CAR TRAILERS, LTD.
Aylesbury Road, Princes Risborough, Buckinghamshire.
Makers of a range of caravan chassis including new lightweight pressed steel designs. A range of sizes from 12ft to 22ft, with all-up weight up to 35cwt. Prices from £25. Fitted taper roller bearings, dropped axles, and majority made from pressed channel steel. This firm also makes a large number of trailers for carrying goods and agricultural loads.

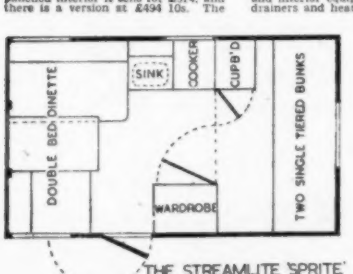
***THOMSONS (CARRON), LTD.**
Skaithmuir Mill, Carron, Falkirk, Scotland.
The Braemar is a living van for all-the-year purposes. Body length 22ft, width 7ft 6in. Has 4 separate rooms, for sleeping 4-5, bathroom, equipped with hot and cold water, separate well-equipped kitchen. Wired for mains lighting. Weight 36cwt, price £750. The Almond is a small holiday van, modified from previous design, with improved storage accommodation; 14ft long, 7ft wide, weight 17cwt. Offers two compartments, four berths, and has good towing qualities with 10 h.p. cars. Price £525.

WAYSIDE CARAVANS, LTD.
Stansted Road, Bishop's Stortford Hertfordshire.
The Regent is a medium sized touring caravan. Length, 15ft; width 6ft 6in. Weight 16cwt. Equipped with four single bunks, or two doubles. Front sleeping compartment is separate from family living. Price £395. The Rambler is unchanged from 1950, and this model can be supplied as a mobile office or showroom.

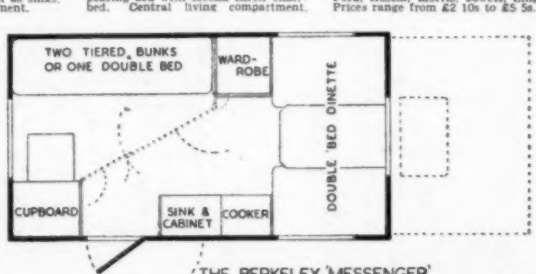
WESTMINSTER CARAVANS
Westminster Carriage Co., Ltd., 48, Old Church Street, Chelsea, London, S.W.3.
Three models are made. The Sunbird is a 2-3-berth, 18ft 6in long. Towable by a 10 h.p. car. Price £275. The Merlin, for 12 h.p. cars, is a two-division, four-berth, 16ft 6in long; it costs £375. The Curlew is a larger model, 2-room, 4-berth, 18ft long. Layouts can be adjusted to customer's requirements. The equipment includes an airing cupboard. The price of the Merlin is £375 and of the Curlew £450.

WILTON CARAVANS, LTD.
King Street, Wilton, near Salisbury, Wiltshire.
This firm are continuing with the de luxe and the Light Four. The former is a medium four-berth, 14ft 6in long, weighing 18 cwt. An end-kitchen design with two double beds, three singles, or one double and two single. Equipment includes oven cooker and gas cylinder. Price £650. The Light-Four is a centre kitchen design at £550. A 12ft shell is also available at £135.

G. P. WITTER.
134, Foregate Street, Chester.
Suppliers of towing equipment for caravans and trailers. A range of brackets is available, most of which have been approved by the car manufacturers concerned. Types catered for include Standard, Triumph, Ford, Austin, Morris, Jowett, Singer. Prices range from £2 10s to £5 5s.



THE STREAMLITE 'SPRITE'



THE BERKELEY 'MESSENGER'

"That car of yours is worth looking after!"

"MUCH as we all may regret it, your present car may have to go on giving you service for some time yet and you must keep it in good trim.

THERE are more than 3,000 Nuffield dealers throughout the country. We've sold Nuffield products for years. Our mechanics have been trained in the Nuffield Organization — trained to do a thorough servicing job, trained to keep even the oldest models on the road. We know every model — inside and out. With our comprehensive range of genuine spares, there isn't a job we can't tackle.

WHETHER it's a general check, a complete overhaul, or merely one or two things needing attention, every dealer displaying any one of these signs is equipped to render you really worthwhile advice and service. We supply only genuine spares too — we've proved that although others may look the same, they don't live up to their looks!"

NUFFIELD PRODUCTS

NUFFIELD ORGANIZATION

Overseas Business : Nuffield Exports Limited, Cowley, Oxford, and 41 Piccadilly, London, W.1.

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SOLVED WITH **Bostik**

CASE 1

MODERN shuttlecocks are now made with a plastic head. To prevent the shuttlecock slipping on the racket, the plastic head is coated with a Bostik compound. This unusual employment of a Bostik adhesive is but one of the many examples of the extreme versatility of Bostik products in their daily application to the needs of modern industry. And it might prompt you to reconsider a project, perhaps abandoned, because of the adhesion problems that had defied solution. Expert chemists and technicians at the B. B. CHEMICAL CO. LTD., Ulverscroft Road, Leicester, are anxious to have brief details of any such industrial adhesive problems in your factory.

Bostik

Industrial Adhesives
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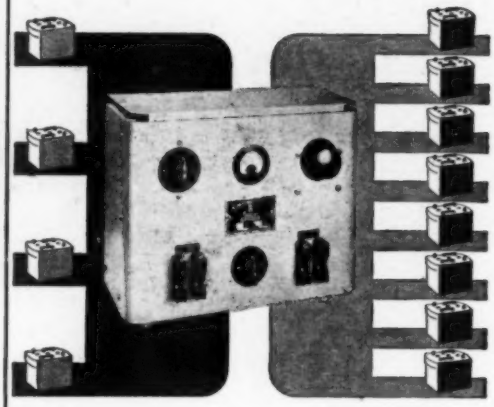

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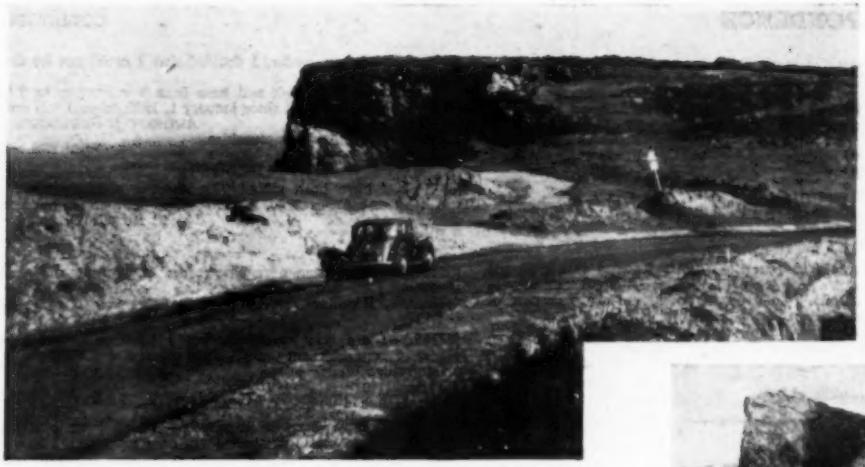

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Hell's Mouth, Cornwall (see letter 63177).

COASTAL GLORIES

A Reminder of North Cornwall

[63177.]—There have been some exceptionally fine illustrations (touring) in *The Autocar* of late. Michael Brown's photographs are always to be admired, and I was impressed by the pictures illustrating G. Douglas Bolton's article "Witchery of the Wye" (February 9)—they are decidedly unusual and a pleasure to look at.

But I have the impression that *The Autocar* has become a little "mountain minded"! Perhaps the Monte Carlo Rally has something to do with it, and the fact, also, that Lakeland is so (deservedly) popular. I don't know! The coast, however, seems to me to have been neglected. "Well, that is a summer subject," you may say. "The coast in winter is just a succession of gales and rain when nobody wants to see it." But the coast, and particularly the Cornish coast, can be attractive even in February, as witness (I hope you will agree) the enclosed photographs of Hell's Mouth, between Gwithian and Portreath, on the Sunday morning when the glass fell to 28in. We did not know what the glass was doing; all we knew was that we were enjoying brilliant sunshine (quite warm, through the car's windows, too) and Cornwall was a good place to be in. The M.G. later took a little-known track over the moor from Panters Bridge, below Warleggan, to rejoin A30 near Four Hole Cross, some of it was more like a river than a road (the M.G. decided it was best taken in low gear, to save its springs), but up on the moor—there was just the world to ourselves, with Rough Tor and Brown Willy in the distance, and we were glad we came that way.

Hell's Mouth is National Trust, but one wishes they had placed the notice board in a less conspicuous position. The smaller view is that seen from the edge of the cliff, a few yards distant from the car.

Well, you *may* like to give your readers a breath of ozone for a change—hence this letter.

Incidentally, with regard to The Scribe's paragraph headed "Priority" (February 16), I think I may say that the B.M.A. are not so irresponsible as he fears they may be in sponsoring a member's claim for a new car. The B.M.A. send you a form to complete, and, if they think fit, will forward the form to your local distributor, but point out that they (the B.M.A.) cannot promise early delivery. Your *need* for a car, or a car in replacement, determines the date of delivery, and your place on the list is decided by the distributors. At least, that is my experience. My M.G., which is new, is in use every day and in all weathers in a country practice, but I cannot hope to replace it for at least four years—so I am informed. By that time it will have covered some 50,000 miles (of muddy lanes and farm tracks) so I think one can fairly ask for a replacement then. Our pleasure use of it is very little indeed. I have had two weekends since last July; not excessive, I think.

On our recent trip, we left home after visits on Saturday, at 2.30 p.m., arrived Penzance at dinner time, and were back home again on Sunday evening. But the M.G. gloried in the freedom, and so did both my wife and I! G. C. ELLIS.

Cullompton, Devon.

LAND OF HOPE AND P.T.

The Outstretched Palms of England

[63178.]—I have just been overcome with amazement at the depths to which it is possible to sink in the official mind in order to obtain money, without the slightest regard for justice or logic.

If I buy a second-hand car in France and manage to obtain an import licence in order to bring it into this country, I shall naturally be charged duty at 33⅓ per cent on the figure the Customs here consider to be its value. This is fairly normal, although the figure fixed might cause some discussion. The outrage then committed is that purchase tax is charged at 33⅓ per cent on the value of the car (probably plus duty) even though the car was manufactured long before purchase tax was thought

CORRESPONDENCE . . . . continued

of. This fantastic state of affairs was explained clearly to me by Customs and Excise, and they appeared to consider it as quite a normal procedure.

I thought I was blessed with a fairly logical mind but by no process of thought can I follow the tortuous, bureaucratic brain in this labyrinth of *non sequitur*, the final result of which is an apparent act of robbery. BERNARD COULTER.

Epsom, Surrey.

PINKING

Smoothing off the Edges

[63179.]—In reply to letter [63148] I forward this cure for A.40 pinking. Remove the cylinder head (it is not necessary to remove the valves). Then round off all the sharp corners of the combustion space on the head.

This is best accomplished with rotary files and a gun-drill, but a half-round file will do the job. A decoke carried out at the same time will give an even better result, but this is not essential. MOTOR MECHANIC.

Southall, Middlesex.

Tuning Routine for an A.40

[63180.]—I would like to assist your correspondent Mr. P. W. Cooper [63148] in curing the persistent pinking experienced with his Austin A.40.

I have had an A.40 for two years and have covered 26,000 miles and I experienced this pinking which, as your correspondent states, cannot be cured by ignition settings or by fitting different jets, once it commences.

It is my experience that the basic cause is burnt valves (exhaust only) and seats. Your correspondent probably did not experience pinking until the car had covered more than 1,000 miles and if, subsequently, he had the engine decarbonized and the valves ground it probably disappeared for a time. Also, it is likely that when the engine is hot it will continue to fire erratically after the ignition is switched off.

If these symptoms are present I think I can guarantee a cure. All the following measures are designed to reduce the heat of combustion.

Remove the head, grind in the valves and, of course, decarbonize.

Remove the thermostat from the head (it is only a push fit) and drill a ⅛in hole in the valve of the thermostat, taking care not to damage the capsule.

Replace head and reassemble. The tappet clearances should be set with a slightly more generous gap than recommended, about 0.016 to 0.017in is very satisfactory. The plug gaps should be set at 0.022in for best results. Finally, a main jet No. 105 should be fitted instead of the standard 95.

Set the contact breaker points correctly, then advance the ignition until definite pinking is experienced when pulling hard; then retard the ignition until there is only the slightest trace of pinking when the engine is definitely slogging.

The one snag is that the larger jet will increase petrol consumption slightly, particularly at high speeds.

My car has done 7,000 miles since this treatment, has a much better performance than standard, and there is absolutely no pinking. Incidentally, I have also managed to overcome brake squeal. A. J. RIGBY-JONES, A.M.I.B.A.E.

Moreton-in-Marsh, Gloucestershire.

UNWANTED BRAKING

Sagging Springs the Cause?

[63181.]—The Austin Seven of your correspondent "J. R. McL." (Readers' Service, February 16) has the same trouble as I had on a 1934 Austin Ten. Attention failed to cure the trouble and I made the best compromise adjustment I could find.

Later I noticed that the front leaf springs needed resetting and when this had been done I found that the brake trouble had been cured. H. S. WATERS.

London, S.E.25

YOUTH CLUB

More Claims for the "Youngest"

[63182.]—I read your journal from cover to cover every week without exception, although I am too young to own or drive a car. When I read Brian A. Ibberson's letter [63115] claiming to be the youngest reader, I decided that I could not let that pass undisputed.

I am fifteen and a half and have been a subscriber to *The Autocar* in my own right since January 1, 1950, when I was only fourteen and a half. ANTHONY J. RAWLINSON.

Peterborough, Northamptonshire.

[63183.]—I have been taking *The Autocar* regularly since I was thirteen; I am now seventeen and still an enthusiastic reader. ROBERT D. HOPE.

Bristol, 3.

[63184.]—I have been a regular reader of your journal since 1948, and I am not yet seventeen. G. M. TURNER.

Harrow, Middlesex.

[63185.]—I am now seventeen, but I have been a regular reader of your excellent journal since the age of fifteen.

Tunbridge Wells, Kent. SYDNEY P. PRIOR.

[63186.]—I have been a regular reader of your excellent journal for two years although I am only fourteen. I had to "start from cold," having no motorists in the family. All talk of i.f.s. and torsion bars left me cold, but thanks to reading *The Autocar* I now know something about what goes on under the bonnet. In the last 18 months I have collected over 2,500 photographs of all types of vehicles. TONY FOX.

Sheffield.

[63187.]—I am now sixteen and a half and have collected this journal for nearly a year. I have the makings of a fine volume to be bound.

I should like to thank *The Autocar* for the very interesting and educational articles on maintenance, repair and overhaul which have taught me much about the modern style car, and the articles about new cars and designs which keep the public well informed about modern trends. ANTHONY WINNETT.

London, N.16.

COLD STARTING

Keep Engine Running Until Warm

[63188.]—Fear that filling the radiator with hot water leads to condensation in the plugs is expressed in the letter [63131] by Mr. D. E. Dinnage. No great anxiety need be felt on this score, but it should be pointed out that the main reason for applying hot water is to free the pistons in the cylinder bores by "uncongealing" the oil, and this may be a necessary procedure whether it produces condensation or not.

A word of advice that might well have been included in the original article is to keep the engine running, once it has started, until it is really warm. If it is started and then stopped and allowed to stand until the owner obtains hat and coat, locks up the garage, and what not, it may be found to be even more difficult to start than before. The heat of the first few seconds of firing vaporizes any moisture in the cylinder head and this condenses as the engine stands. Motto, "Keep it Running."

Manchester. DONALD H. SMITH.

REVVING-UP

Better Lubrication at the Top End

[63189.]—Mr. E. W. Cuff-Miller [63133] raises a very old argument once again. I have been engaged on repair work in the motor trade for some 25 years and must confess I always practise it. Neither is it just a question of habit. True, in the days of the T-type Ford era the idea was to fill the cylinders with gas to assist the next morning's start and the practice was to hold the throttle open until the engine stopped.

I have given a good deal of thought to the matter, and, bearing in mind that by far the greatest amount of piston trouble is caused by inadequate lubrication, whether as a result of over-choking and dilution or not, and that upper cylinder wear is very high at tick-over speed, I have arrived at the following conclusions:—

1. That an engine which is allowed to idle even for a little while before switching off has lost much of its upper cylinder lubrication and consequently offers much less resistance to corrosion.

2. That providing the throttle is closed when the revs are at

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CORRESPONDENCE . . . . . continued

their highest and the engine switched off the second they (the revs) drop back to tick-over speed the bores must be better lubricated than in (1), with the obvious greater resistance to corrosion.

I would say that never have I found the practice of revving up to have any adverse effects; on the contrary, our own vehicles do more than average mileage between overhauls.

The Scribe's comments on this angle of argument should be interesting. By the way, his column is the first I turn to every Friday, and since I have been doing so for about 20 years, I conclude that he must by now have a beautiful long white beard.

Theydon Bois, Essex. J. R. FARMER.

["Beardless but unbowed," comments The Scribe, who is joyfully continuing to rev up before switching off.—ED.]

LAMP HEIGHT

Exception to the 2ft Limit

[63190.]—May I correct a reply given on page 20, February 16, to "C. G." in respect of the height of his spot lamps?

The 2ft limit applies only to lamps with fixed beams and on separate switches—i.e., lamps not forming part of the dipping system. The Road Vehicles Lighting Regulations 1936, Ref. 9, sub-paragraphs 2, 3 and 4, are not affected, so that lamps may be 2ft or less in height provided they can be deflected downwards, or downwards and to the left, so as not to dazzle (dazzle being defined by the Regulation), or can be extinguished whilst at the same time a non-dazzling beam is brought into operation.

The normal dipping head lamps are not affected by the 1948 Amendment Regulations, which only refer to 1936, Ref. 9 (1).

Grantham, Lincolnshire. MOBILE.

BRAKE SQUEAL

A Word from the Experts

[63191.]—We have been very interested in the suggestions submitted from time to time by readers of *The Autocar* with regard to their means of overcoming brake squeal, and would like to endorse all that you have stated in your issue of February 2 concerning the palliatives published in that particular issue.

This company has carried out over one hundred different squeak investigations during the past three years, including all the "positive cures" suggested by your readers, and whilst it has been possible to alleviate the trouble to some extent, we have been unable, so far, to find a remedy that is completely infallible on all cars, but our search for a universal cure continues.

The phenomena of brake squeak or squeal (for there are several types) are not as easily overcome as some of your readers probably think, and it may be of interest to them to learn that a fundamental investigation is now in progress at M.I.R.A., whose physicists are fully conscious of the immensity of their task.

Birmingham, 11. G. BAIRD,
Technical Director, Girling, Ltd.

SALOON AND COUPÉ

More Draught Unless Well Made

[63192.]—With reference to "Comfort's" letter [63099], of the twelve cars that I have owned ten have been drop-head coupés. I have never had a new one, because I cannot afford it, and they have ranged in age from three to fourteen years.

I think it would be true to say that the average drop-head is rather more draughty than the average saloon. This does not apply, however, to a really well-built one; in fact, my 1923 20 h.p. Rolls-Royce with a Park Ward drop-head foursome body (which I bought in 1937 for £70), was completely draught-free, even though fourteen years old. I do feel, though, that it is doubtful whether such beautifully made coachwork can be obtained nowadays. J. B. L.

Limpsfield, Surrey.

LIFTS

Eyes Open at Roehampton

[63193.]—I should like to draw attention to the fact that between the hours of 9 and 10 p.m. there are usually some disabled men from Queen Mary's Hospital, Roehampton, London, to be found waiting for the No. 72 bus, which runs at rather infrequent intervals.

Perhaps you could call attention to this fact, as I am sure there are many motorists who would be only too pleased to give them a lift, as the hospital lies on the route to the Kingston by-pass. The bus stop in question is the one about a hundred yards down the Hammersmith Bridge road.

I may mention that I am in no way connected with the hospital, but merely happen to have given these men a lift from time to time. JOHN F. M. MOULTON.

London, S.W.15.

SOUND EFFECTS

Removing the Bane of Silence

[63194.]—I applaud your second leading article in the February 2 issue. I suggest, however, that the full implications of your thesis be pointed out to the leading gramophone record companies, and that turntables be fitted so that, while driving one of these whoosh-wagons, a motorist may console himself with the sounds of a four-inch open-pipe exhaust note, a real gear box, and a straight-cut back axle—or, while negotiating London, he could hear recordings from the cockpit of a Grand Prix car at Monaco. During winter, he could hear recordings of bird-song and animal noises indicative of the revel of high summer.

But there, it might be better to leave him in silence until it dawns upon him that he has paid a lot of money for a convenience which has lost many of the delights of its ancestors.

Lilbourne, Northamptonshire. GRANT FEAR.

POWER-WEIGHT

Discrepancies in Published Data

[63195.]—I have noted a slight discrepancy in some b.h.p. per ton figures quoted in the November 10, 1950, and January 12, 1951, issues. Taking into account that the November 10 figures are based on dry weight, there is still a considerable difference which is by no means proportional, as shown below

	Nov. 10	Jan. 12
M.G. TD	56.4	60.66
Jaguar XK120	13[illegible]	122.78
Aston Martin	96	81.85
Javelin Jupiter	63.4	63.79

Would you kindly explain how you arrive at these figures?

Los Angeles, U.S.A. CHARLES W. GAMWELL.

[November 10, 1950, figures were based on manufacturers' figures for b.h.p. and dry weight. January 12, 1951, weight figure was this journal's (weighbridge certificate) for the cars in running trim with five gallons of fuel in the tank.—ED.]

DAZZLE

Good News for Night Drivers ?

[63196.]—My considered opinion after driving since December, 1906, is that the revival of double-lamp dipping is the best news that we have had for a long time. The single-lamp system now so much in use seems just crazy. It only shows how difficult it is to please everybody, especially when some of us have not had time to gain much experience. F. E. FRYER.

Wargrave, Berkshire.

Peculiar Response to Single Head Lamp

[63197.]—I frequently drive through badly lit built-up areas at night. I naturally switch on my left-side head lamp and have often avoided cyclists with no rear lights who, otherwise, I might not have seen.

The attitude of oncoming motorists causes me some alarm and wonder. It would appear from their action that it is unlawful to have one's head lamps alight whilst there are some isolated lamp-posts alight along the road. Some put on both their head lamps to show their annoyance, whilst a few others sometimes swerve violently in my direction.

I might mention that my head lamps are carefully adjusted and that my eyesight is 100 per cent. M. HURST.

London, N.W.8.

Uses of a Standardized Extra

[63198.]—My car is fitted with a popular make flat-topped pass light, which is mounted 2ft 6in from the ground and adjusted to give a beam which, at 100 yards, is about one foot above the ground. The light is very powerful and is a joy to drive behind.

However, I never use it as I find even a slight rise in a wavy road, and especially the descent of a hill, make me a positive menace to oncoming traffic.

Could your readers advise me on the use of such a lamp? Personally I find it useless except in fog and for driving into the garage. E. NORTON.

Coventry.

The Aston Martin O.C. are entering no fewer than nine cars for the 24-hour Bol d'Or race in France in June; last Saturday they staged a practice session at Brands Hatch.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E

A CASUAL meeting with an old friend last weekend led to a good deal of reminiscence about the good old days at Brooklands and Donington; it is extraordinary how even a few minutes' talk about those times brings back vividly the atmosphere of each place, together with a flock of speculations and recollections as to the present whereabouts of many of the competitors and their cars. For instance, the first few meetings at Donington, enlivened by the duel for record lap between R. F. Turner's remarkably rapid Ulster Austin and K. Hutchison's Type 37 Bugatti; then, a little later, the first appearance in this country of a monoposto Alfa, in the hands of Austin Dobson, and Pat Fairfield's handling of the then new 1,100 c.c. E.R.A., painted white. Mention of Bugattis brings back the memories of R. J. W. Appleton's really beautiful Type 37, which was described for this journal by the late Brian Twist; of the single-cam and—later—twin-cam "two-threes" of Taso Mathieson and Lindsay Eccles; of Charles Brackenbury's incredibly fast win in a Brooklands handicap with a 2-litre Type 35C, and dozens more.

Inevitably, I think, one gets the impression that there was more fun to be had then than there is now; but I refuse to believe that this is necessarily so. Certainly we miss Brooklands, not only on race days but also for those many other occasions when there was always something going on, either in "the Robiner/" or in one of the other tuning sheds, or someone attacking records, or even just attempting to disprove a manufacturer's claims for performance. But the immense popularity of the club meetings at Silverstone and Goodwood, to say nothing of the special-building cult, gives plenty of evidence that the enthusiasm is still there.

THE Sestriere Rally, which finished last Monday evening in the Italian winter resort of that name, seems to have been a successful affair, although not as gruelling as had been expected. The eventual winners proved to be the formidable combination of Villoresi and Ascari (this was *not* a motor race) driving a Lancia Aurelia, while Fiat 1400 cars came second and third. This victory proves two things; first that Villoresi has now fully recovered from the injuries he received in his crash at Geneva last summer, and second, that he and Ascari are not brilliant only at driving in Grand Prix cars.

Eight British crews took part; they comprised P. Zetter (A.C.), S. Emerson (M.G. TD), J. Coombes (Jaguar XK120), J. F. Dalton (Javelin), R. Bloomfield (M.G. TC), M. F. L. Falkner (Bristol 400), M. D. Singer (Pontiac), and R. Taylor (M.G. TC). Of these, Bloomfield and Taylor retired with engine trouble shortly before reaching Turin; in all, twenty cars retired out of the 125 starters.

THIS man Gonzalez is really putting it across the Mercedes team in no mean manner; following on his victory in the President Peron race in Buenos Aires with a blown 2-litre Ferrari, he has now repeated the dose in the Eva Peron race over the same course a week later. This time he was followed home by the Mercedes of Kling and Lang, in that order; Fangio, in the third Mercedes, fell out with engine trouble at one-third distance.

CREWS of all Jowett cars in the Monte Carlo Rally were guests of the Jowett company at a gay informal dinner in Leeds on the Wednesday before last, when souvenirs were presented to the teams of the three cars which won the team prize in the 1½-litre class. Leslie Odell, whose private effort with a Javelin saloon made the team prize secure after Wise's Jupiter had stalled in the brake test, was there, but John Marshall, who drove the Javelin in the final run round the houses, was down with influenza. Mr. Harry Woodhead was in the chair and Lord Calverley of Bradford was among the guests.

Over in Sweden, Jowett Javelins recently finished 1st, 8th, 10th and 16th in the Stockholm winter trial, which is a 325-mile event with no allowance for stops. The winning car was driven by the Swedish trial expert, Sven Servais; this was a very good effort, as there was a total of 80 entries for the event.

REGULATIONS are now available for the Highland Three Days Trial, run by the Scottish Sporting Car Club and scheduled for Easter, March 24-25-26. A national event, it is open to members of all recognized British clubs; the start will be from Fort William, and the total mileage in the neighbourhood of 300. Entry forms to W. L. B. Callander, 100, West Regent Street, Glasgow, C.2, not later than noon on Monday, March 5.

HIS many friends in the motoring world will have been shocked by the news of the death of Geoffrey Ansell in hospital, following an operation, at the early age of thirty-one. Although he had actually given up racing at the commencement of last season, he was a familiar figure to all racegoers at British events, having competed in most of the major races held in these islands since the war.

A cousin of R. E. Ansell, well-known driver in pre-war days, Geoffrey bought from him the B-type E.R.A. which formed his mount; with it he finished seventh in

THE MAN AT THE WHEEL

P. J. Stubberfield

All Bugatti enthusiasts will need no introduction to the name of Peter Stubberfield, who has done so much in the last four years to keep the emblem of Ettore to the fore in British events. Consistent competitor at almost every sprint event in the country, he has remained faithful to his original mount, the single-cam Type 35B 2.3-litre Bugatti, since his entry into the lists in 1946, and has gradually developed it into one of the fastest-ever of its particular breed.

In the course of its career in the Stubberfield stable, the Bugatti has undergone a considerable slimming process, now being a single-seater of attractive proportions with offset steering column rather in the manner employed by the original E.R.A.s. The engine has been mildly "souped-up" beyond the original conception of M. Bugatti, and the net result has been to make f.t.d. at the Vintage S.C.C. Prescott hill-climbs practically a Stubberfield prerogative.

The true sportsman, completely unaffected

by success or failure, Peter Stubberfield is universally liked; now a youthful forty years of age, he spends his working hours inducing the Buckinghamshire people to purchase caravans. He is always accompanied to events by his wife and their carefully tethered Boxer hound, who is now a hardened racegoer and no longer winces at the sight of those notices which read, "Dogs are not permitted . . . ."

THE SPORT . . continued

Jersey in 1948—his first race—and won the Empire Trophy race in the Isle of Man only two months later. Although never in the front rank of British drivers, he was known as a safe and competent driver, and the best type of sportsman; among his many interests was the Southsea Motor Club, of which he was president. We shall all miss him, and our deepest sympathy goes out to his young widow.

IF anyone has any breath or any motor car left after the crowded Easter weekend of sport, they can compete in the first Bristol M.C. and L.C.C. race meeting of the year at Castle Combe on March 31. This is a good circuit, and there will be seven races, for sports cars (of different capacities), 500 c.c. racing cars, Vintage sports cars, and pre-1916 cars. Entries are open to members of the organizing club and six other clubs, and close (at single fees) on March 5, and at double fees on March 12. Enquiries to C. B. Salter, 25, Cotham Road, Bristol, 6.

THE newly formed Alvis Owner Club, which has already amassed over 70 members, is holding a meeting on Sunday afternoon next, March 4, at the Swan Hotel, Tenbury, Worcestershire; all interested persons will be welcome. Another new one-make club is the Singer Owners' Club, which is holding its inaugural meeting—also on Sunday, March 4—at the Salisbury Arms Hotel, Fore Street, Hertford, at 10.15 a.m. All Singer owners are invited to be present. J. A. C.

COMING SHORTLY

MARCH 2.—Cornwall Vintage C.C. Noggin and natter, Chiverton Arms, Blackwater, 7.30 p.m.
3.—Bristol M.C. and L.C.C. Half-day Sporting Trial (altered from March 10).
3.—Scottish S.C.C. Annual general meeting, the Green Room, Royal Scottish A.C., Blythswood Square, Glasgow, 3 p.m.
3-4.—N. Staffs M.C. Burnham-on-Sea Rally.
4.—Shenstone and D.C.C. Shenstone Cup and Trophy Trial.
4.—Liverpool M.C. Jeans Gold Cup Trial, starting from the Bayley Arms Hotel, Hurst Green, near Longridge, Lancashire, 10 a.m.
4.—Hants and Berks M.C. Blackwater Trial, starting from the New Inn, Eversley, 12.30 p.m.
4.—Alvis O.C. Meeting, Swan Hotel, Tenbury, Worcestershire.
5.—Maidstone and Mid-Kent M.C. Film show and supper, Tudor House, Bearsted, Kent, 7.30 p.m.
4.—Harrow C.C. Moss Trophy Trial (closed), starting from Tunnel Hill, Pirbright Common (map reference 912551), 11 a.m.
5.—Half-litre Club. Film show, The Albert Hotel, Kingston Hill, Kingston-on-Thames, 7.30 p.m.
7.—Nottingham S.C.C. Film show given by George Monkhouse, Y.M.C.A., Nottingham, 7.30 p.m.
8-18.—**Geneva Show.**
9.—North Midland M.C. Annual dinner, dance and presentation of awards, Rising Sun Hotel, Bamford, Derbyshire, 7 p.m.
10.—Rallye des Neiges, Switzerland.
10.—Sporting Owner D.C. Trial, Chilterns.
10-11.—A.C. Owners' Club. Night Trial, Hertfordshire.
11.—Yorkshire S.C.C. 4-44 Sporting Trial, starting Brook Street car park, Ilkley, 11 a.m.
11.—Lancia M.C. Driving Tests, Bramley, near Guildford, Surrey.
11.—West of England M.C. Spring Car Trial, starting Riverside, Bickley Bridge, near Tiverton, on main Exeter-Tiverton road, 11 a.m.

CLUB NEWS

Southsea M.C.—The annual dinner and dance and presentation of awards will be held on Friday, March 16, at Kimbell's Clifton Ballroom, Southsea; tickets are one guinea each, obtainable from W. Latter, 16, Romsey Avenue, Fareham, Hampshire.

Tenby Motor Club.—There will be classes for racing and sports cars in the Lydstep speed hill-climb, on Easter Saturday, March 24, of the following capacities:—racing: up to 500 c.c., 501 to 1,100 c.c., and 1,101 to 2,000 c.c. unsupercharged; sports: up to 750 c.c., 751 to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 3,000 c.c., and over 3,001 c.c. Regulations from Major Molyneux, Cliff House, Saundersfoot, Pembrokeshire. Invited clubs are Sunbac, Hagley and District, 500, Carmarthen, Bugatti, Midland and Bristol.

Chiltern C.C.—The Committee Cup Trial will be run this year in two sections, for the expert and novice; this is intended to give the owners of the "non-specialized" cars a chance to compete in the event, although the winner of the cup must have entered in the class for experts. Start will be at the Millstream, London Road, Amersham, at 11.30 a.m., on Sunday morning, March 4, and competitors will finish at The George, Beaconsfield, where tea will be laid on with an informal film show to follow.

Yorkshire S.C.C.—Entries for the 4-44 Trophy Sporting Trial close on Monday, March 5. Invited clubs are the Yorkshire, Darlington and District, B.A.R.C., Lancashire and Cheshire, North Midland, Sheffield and Hallamshire, and Scottish Sporting Car Club. Start will be at Ilkley at 11 a.m. on March 11, and the course, which will allow for a luncheon interval, will take competitors back to Ilkley for the finish and tea; there will be a number of observed sections and special tests. Entries to G. P. Mosby, Low Wood, Hebers Ghyll Drive, Ilkley.

Harrow C.C.—The closed Moss Trophy Trial, which will be open for entries up to the start at Tunnel Hill, Pirbright Common (map reference 912551), at 11 a.m., will be run on Sunday, March 4.

Kentish Border C.C.—Results of the Best Cup Trial, run on February 4, are as follows: **Best Cup:** Dellow s (R. F. Chappel). **Opposite Class Award:** Cotton Spl (A. Rumfitt). **First class awards:** Dellow s (B. H. Dees); Dellow s (E. W. Vero). **Second class awards:** Dellow s (D. M. Sleep); Dellow s (F. L. Stark). **Team award:** D. M. Sleep, E. W. Vero and R. F. Chappell.

North Midland M.C.—March 9—the annual dinner-dance and prize distribution will be held at the Rising Sun Hotel, Bamford, Derbyshire, at 7 p.m. Tickets (15s each) from T. C. Harrison, 53-61, London Road, Sheffield, 2.

Lagonda C.C.—The third annual night navigation rally will be run on March 17-18, starting from the Kings Arms, Stokenchurch, at 8.30 p.m. Competitors must have sheet 159 of the New Popular Edition of the Ordnance Survey. Finish will be at the Lambert Arms, Aston Rowant, where breakfast will be served. Invited clubs are the Bentley Drivers, Riley, Lancia, Aston Martin, Vintage, M.G. and Hants and Berks. Entries close on March 10 and should be sent to A. J. Fisher, Apsley Cottage, Kingston Blount, Oxon.

Bentley D.C.—The only substantial evidence that spring is approaching—apart, of course, from the odd and chill-looking premature crocuses—is the arrival in this office of the regulations for the Eastbourne Rally,

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CLUB NEWS . . . . . continued

which will occupy the March 30 to April 1 week-end. Starting from London, Newmarket, Atherstone, Alveston, Ringwood and Uckfield, the first section will comprise a 280-mile night drive to Eastbourne, with competitors choosing their own routes to Aston Rowant, with specified controls on a uniform route thereafter. Driving tests will follow the next day (Saturday, March 31) on the Promenade at Eastbourne, including an entertaining "zig-zag," a reverse wiggle-woggle, a "drunkard's dilemma," and an extremely difficult "touch and go" test, the touch being a pole loosely resting across two boxes. On Sunday, April 1, a hill-climb will be run on Bo-peep hill, at Firle, Sussex. Members driving Aston Martin, Lancia, and Lagonda cars of their respective one-make clubs, members of the Metropolitan Police Driving School Sports Club, and of the Frazer-Nash section of the Vintage Club, driving chain-driven Frazer-Nashes, are also invited. Entries (closing date March 10) to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, near Aylesbury, Buckinghamshire.

West of England M.C.—Starting from Bickley Bridge, near Tiverton, at 11 a.m., the Spring Car Trial will be run on March 11, with a 45-mile course of a sporting nature. Invited clubs are the Taunton, Plymouth, Bristol, Southsea and West Hants and Dorset. Entries to Mrs. Anning, Tor Hill, Kingsteignton, near Newton Abbot, Devon.

Scottish S.C.C.—The annual general meeting will be held in the Green Room of the Royal Scottish Automobile Club, Blythswood Square, Glasgow, on Saturday, March 3, at 3 p.m.

Shenstone and D.C.C.—Entries in the Shenstone Cup and Trophy trial, on March 4, will be divided into three classes—unsupercharged sports cars; trials cars, super-sports (including all supercharged) cars, and saloon cars. The course will not exceed forty miles, and there will be observed sections and tests.

Veteran C.C.—With a record attendance, the annual general meeting on February 10 seems to have been a very jolly affair. After an excellent buffet lunch a formidable agenda was dealt with expeditiously, followed by the formal presentation of the Shuttleworth Trophy to the club by Lord Charnwood, as Mrs. Shuttleworth was unable to be present. Presentation of other awards followed, then tea and an Antone film show.

Hants and Berks M.C.—The fifth annual Blackwater Trial will be run on March 4, with a course specially designed to whet the competitive palate of the "ordinary club member." Entries (which will be divided into two classes—open and closed) will be considered by a selection committee, who will assess the standard of the combination of car and driver. Start will be from the New Inn, Eversley, on the main Reading-Blackwater road, at 12.30 p.m.

IN BRIEF

Mr. J. B. Fletcher has become wholesale manager for British and Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. He will be primarily concerned with used car buying.

Mr. Kenneth H. Williman has been appointed radio sales manager of E. K. Cole, Ltd. He was previously sales manager for Tannoy equipment, and subsequently managed export sales for Bonochord, Ltd.

The 46th annual general meeting of the Motor and Cycle Trades Benevolent Fund will be held at the Connaught Rooms, Great Queen Street, London, W.C.2, on Tuesday, March 6, at 10.30 a.m.

In the Road Test of the A.90 sports saloon (*The Autocar*, February 16) the opening rear window was described in error as being of Plexiglass. The material used in the car tested was, in fact, Perspex, an I.C.I. product, but in models currently coming off the line glass is used.

Mr. E. G. Spearing has been appointed assistant sales manager of Brown Brothers, Ltd. His previous post of assistant manager at Edinburgh has been filled by Mr. A. B. Henderson.

The body shells for the new J.B.S. 500 c.c. racing cars, described in *The Autocar* of February 16, are being produced by Ward and Co. (Putney), Ltd., Felsham Road, Putney, London, S.W.15.

Following their annual general meeting, Stewart and Ardern, Ltd. held their fortieth annual luncheon and assembly of the S. and A. Quarter Century Club, in London. Mr. Gordon Stewart, presiding, announced the appointment of three members of the board, Mr. George Baker, Mr. Paul Stanley, and Mr. George Royston, to become joint assistant managing directors of the company, remarking that not only were they members of the Quarter Century Club, but also that they had, in fact, a combined service with the company of 86 years.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15760.—1938-39 Hillman Fourteen

"F. B. S."—Maintenance information, also a handbook.

No. 15761.—1927 8 h.p. Fiat

"M. F."—All possible information and a handbook.

No. 15762.—Ford Prefect

"L. A. C."—All possible information and a handbook.

No. 15763.—Austin A.40 Devon

"P. J. B."—All possible information on the saloon and a handbook.

No. 15764.—1924 Lancia Lambda

"H. M. G."—All possible information, handbook, or any other literature for the 3rd Series model.

No. 15765.—1935 Standard Twelve

"D. W. D."—All possible information and a handbook.

No. 15766.—1949-50 Morris Minor

"J. B."—All possible information, especially as to reliability, petrol and oil consumption after 30,000-40,000 miles, any snags, and hints on improving performance.

No. 15767.—Handbooks Required

"A. R. C."—1935 1½-litre Riley.
"R. F. B."—1934 Morris Ten-Four.
"R. W."—1934 Standard Little Twelve.
"M. H."—1937 10 h.p. Jowett.
"G. B. B."—1939 Hillman Fourteen.
"R. H."—1934 Austin Seven.
"J. W. C."—1934 Triumph Ten.
"D. W. T."—1935 PA-type M.G. Midget.
"J. E. S."—1932 F-type M.G. Magna.
"E. W."—1935 Wolseley Fourteen.
"C. P."—1938 1½-litre M.G.
"K. T."—1933 Austin Light Twelve-Six.
"M. J. L. S."—Vauxhall Fourteen-Six.
"S. D. T."—1937 Wolseley Twelve.
"F. C. A."—1939 16 h.p. Hudson Terraplane.
"H. L."—1935-36 Austin Ten van.
"D. W. McG."—1932 Wolseley Hornet Special.
"W. T. B."—1937 Riley Twelve Falcon.
"A. L."—1936 1½-litre Riley.
"C. W. G."—1934 Le Mans Singer.
"N. C. H."—1935 Straight Eight Packard.
"O. F. S."—1936 Riley Nine.
"J. M. B."—1934 Standard Ten.
"A. W."—1937-38 Opel Cadet.
"W. G. T."—1936 Standard Ten.

AMAZING

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GRAND PRIX DES FRONTIERES
GRAND PRIX OF MARSEILLES
GRAND PRIX OF PAU
GRAND PRIX OF ALBI
GRAND PRIX OF MONTAGNA
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GRAND PRIX OF LUXEMBOURG
GRAND PRIX OF MONACO
GRAND PRIX OF NATIONS
GRAND PRIX OF PENYA RHIN
GRAND PRIX MARIA EVA DUARTE DE PERON
GRAND PRIX MAR DEL PLATA
GRAND PRIX ROSARIO

1950 International Races

BRITISH EMPIRE TROPHY RACE
JERSEY ROAD RACE
ULSTER TROPHY ROAD RACE
'DAILY EXPRESS' INTERNATIONAL TROPHY MEETING *International Trophy Race*
500 c.c. Race
Production Car Race
GOODWOOD MEETING (*April*) *Richmond Trophy Race*
GOODWOOD MEETING (*Sept.*) *Goodwood Trophy Race*
LEINSTER TROPHY RACE
ERLEN INTERNATIONAL ROAD RACE
R.A.C. TOURIST TROPHY RACE

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1948 AUSTIN 16 de luxe saloon, blk, brown uphol., heater, ex. perf. **£925**

1949 AUSTIN A70 saloon, smoke grey, 8,000 miles only, as new th'out **£1195**

1939 DAIMLER 2½-litre 4-door saloon, black, blue leather, very good value **£735**

1947 FORD 10 Prefect 4-door, black, beige uphol., radio, heater **£585**

1950 FORD 10 Prefect, black, brown upholstery, radio, 5,000 miles **£795**

1947 HILLMAN Minx sun roof saloon, grey, low mlge., one careful owner **£675**

1948 HUMBER Hawk 14 sun roof saloon, grey, unblemished condition **£1045**

1946 M.G. "TC" sports 2-seater, silver grey/chrome, radio, attractive **£595**

1950 MORRIS Minor saloon, black, fawn interior, negligible mileage **£795**

1947 MORRIS 10 de luxe, black, brown hide, 14,000 mls., ideal family car **£675**

1947 RILEY 2½-litre sports sal., black, red leather, excellent performance **£1095**

1939 ROVER 14 sun roof 6-light saloon, black. Thoroughly recond't'd. **£675**

1947 ROVER 12 de luxe (reg. Jan. '48), black, green leather 19,000 miles **£1050**

1946 STANDARD 8 drophead coupe, black, beige uphol., a well kept car **£465**

1949 STANDARD Vanguard, gunmetal grey, leather uphol., 8,000 miles **£965**

1948 TRIUMPH 1800 Roadster grey, blue uphol., 14,000 mls, exceptional con. **£965**

1949 VAUXHALL Wyvern sal., black, fawn uphol., heater, spare unused **£895**

1948 WOLSELEY 14/60 sun roof, black brown leather, fully equipped **£895**

★ *The above is a selection from our constantly changing stock; of Quality Cars. If the model you seek is not listed, please let us have your enquiry.*

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1949	**VAUXHALL** Velox Saloons, choice of two, from	£850
1949	**FORD** Anglia Saloon, black, 9,000 miles	£810
1947	**FORD** Prefect Saloons, choice of two, from	£555
1947	**AUSTIN** 12 Saloon, excellent condition	£725
1947	**VAUXHALL** 14 Saloon, radio, many extras	£725
1946/8	**MORRIS** 10 Saloons, choice of four, from	£575
1946	**M.G.** T.C., black, beige leather, excellent condition	£565
1946	**STANDARD** 8 Sun Saloon, black/brown	£445
1946	**FORD** Anglia Saloon, black, good condition	£445
1939	**MORRIS** 8 Saloons, choice of two, from	£330
1939	**HILLMAN** Minx Saloons, choice of two, at	£365
1939	**AUSTIN** 8 Saloons, choice of two, from	£325
1938	**STANDARD** 12 Saloon, black, green leather	£325
1938/40	**AUSTIN** 10 Sun Saloons, choice of three, from	£340
1938	**AUSTIN** 7 Ruby Saloon, green, green leather	£235
1937	**ROVER** 16 Saloon, black, blue leather	£349
1937	**FORD** 8 Saloon, black, green leather	£235
1936	**WOLSELEY** 25 Saloon, black, radio	£179
1936	**JAGUAR** 2½-litre Sun Saloons, choice of two, at	£285
1934	**STANDARD** 10 Saloon, blue, blue leather, ex. cond.	£225

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1949	**HILLMAN** 10 Phase III Saloon, 12,000 miles	£869
1949	**MORRIS** Minor Tourer, 12,000 miles	£695
1949	**VAUXHALL** Velox Saloons, low mileage, choice of two, at	£899
1949	**VAUXHALL** Wyvern Saloon, black, immaculate, one owner	£869
1949	**STANDARD** Vanguard Saloon, 10,000 miles, radio, leather	£965
1949	**FORD** Prefect Saloons, low mileage, choice of two, from	£755
1949	**MORRIS** Oxford Saloon, grey, 11,000 miles	£945
1948	**FORD** Pilot Saloon, radio, heater, moderate mileage	£895
1948	**STANDARD** 8 Saloon, fawn, low mileage	£525
1947	**TRIUMPH** Roadsters, radio, choice of two, from	£795
1947	**M.G.** T.C., black beige leather, 17,000 miles	£625
1947	**HUMBER** Hawk Saloon, olive green, nominal mileage	£835
1947	**AUSTIN** 10 Saloons, choice of two, from	£635
1947	**STANDARD** 14 Saloon, grey, blue leather, nominal mileage	£849
1946/7	**STANDARD** 8 Tourers, choice of two, from	£355
1946	**MORRIS** 10 Saloon, black, brown leather, radio	£589
1946	**JAGUAR** 1½-litre Saloon, black, Ace discs, outstanding	£799
1939	**FORD** Prefect 4-door Saloon, good condition	£415
1939	**FORD** Prefect Coupe, black, exceptional condition	£425
1939	**ROVER** 12 Saloon, grey, exceptional	£645
1939	**STANDARD** 10 Saloon, beige, red leather	£375
1939	**MORRIS** 10 Saloon, black, excellent condition	£435
1939	**HILLMAN** Minx Saloons, choice of five, from	£355
1938	**VAUXHALL** 10 and 12 Saloons, choice of three, from	£359
1938	**OPEL** 12 Cabriolet, good condition	£249
1938	**ROVER** 12 Saloon, buff, buff leather	£479
1937	**STANDARD** 9 Saloon, black, good condition	£285

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Roadsters, touring sals. and coupes of all makes.

Ford V8, 22 h.p. 19 Saloon, 39, de Luxe model with leather interior, outstanding mechanical order £345
Ford V8 30 h.p. six-seater Saloon, 1938, Model 81A, new engine fitted last year, genuine opportunity £395
Ford V8 30 h.p. Saloon, July, 1940, a car in really exceptional condition, one owner, moderate mileage, stored war years, fitted radio, heater, etc. ... £515
Buick 38 h.p. Roadmaster de Luxe Saloon, July, 1940, right-hand drive, immaculate coachwork and interior leather upholstery, post-war features, steering-column gears, heater, radio, demisting, etc.... £695
Buick 31 h.p. Special Viceroy Saloon, 1939, attractive metallic red finish, red leather, recent complete overhaul by Buick distributors, one private owner £645
Buick 31 h.p. Viceroy Saloon, 1938, original black coachwork, fawn interior, special Marchal equipment, brand new Dunlop tyres... ... ... £495
Chevrolet Master de Luxe Six, 30 h.p. Touring Saloon, 1939, mechanical sound order... ... £395
Pontiac Silver Streak 33 h.p. Special D/H Coupe, 1937, a very exceptional car, engine completely overhauled, rebored and all parts renewed as required, only 25 miles test run since overhaul... ... £345
Packard 30 h.p. Special 5-seater Club Coupe, 1938/9, scarce and highly prized model, beautiful condition, leather upholstery throughout, superb engine £495
Packard six-seater Touring Saloon, 1937, Model 120, late property of wealthy London stockbroker, maintained and driven by same chauffeur since new except for war period, when car was stored... £365
Chrysler 28 h.p. Richmond six-seater Saloon, 1936, clean leather interior, runs well for its year £195
Chrysler Royal 28 h.p. Saloon, 1938, privately owned since new, entirely original condition except for major engine overhaul in Dec., 1949... ... £395

JAGUAR
Post-war models of all horse-power available.

1½-litre 14 h.p. Sports Saloon, 1938, fitted reconditioned engine, mileage under 10,000... ... £450
1½-litre 14 h.p. Sports Saloon, 1939, in clean condition for a pre-war car, new tyres, battery ... £495
1½-litre Sports Saloon, 1939, attractive condition, major engine overhaul last year, bills available, history known, fitted latest type radio... ... £545
1½-litre Sports Saloon, 1940 model, one of the finest pre-war Jaguars we have ever had, coachwork in sparkling condition, interior leather spotless £595
1½-litre Sports Saloon, 1947, metallic grey, red leather, radio, discs, etc., small mileage ... £895
2½-litre Sports Saloon, 1936, very popular model, clean lines and finish, very good engine ... £295
2½-litre Sports Saloon, August, 1947, a very low mileage one-owner Jaguar, maintained solely by distributors since new, fitted H.M.V. radio, air conditioning, special Lucas equipment £965
3½-litre Sports Saloon, 1939, black, red leather, clean car, extras, Fram coil, heater, discs, etc.... £525
3½-litre Sports Saloon 1939, in very good mechanical order, coachwork sound enough but cellulose dull in places, hood in fair condition only ... £450
3½-litre Sports Saloon, 1946, late registration, spotless black coachwork, dark grey leather, radio, other items of special equipment, nominal mileage... £895

HIRE CARS
Over thirty limousines and other 7-seaters in our showrooms.

Armstrong Siddeley 17 h.p. enclosed Limousine 1935 with division, occasional seats and full equipment, very clean leather interior front and rear, sound mechanical order... ... ... £245
Austin 18 h.p. 7-passenger Saloon, 1938/9, genuine Windsor model, finished original black and chrome, brown leather upholstery throughout, face forward seats, very special opportunity at the price ... £595
Austin 18 h.p. Iver Limousine, 1938, black with elephant-grey leather upholstery, taxed privately since new and unused for 3 years, very moderate mileage, new tyres £725
Austin 18 h.p. Chalfont Limousine, 1937, very clean dark blue coachwork, leather upholstery front and rear, fitted heater, discs, tip-top order... ... £515
Austin 18 h.p. long-chassis 7-seater model, 1937, grey with black wings, late property of Country Private School, taxed half duty, moderate mileage £495
Humber 27 h.p. Phase II Pullman Limousine, 1949 model, the very latest Pullman produced, with steering column gears, headlamps built into wings, radio and twin heaters, one private owner ... £1,595
Humber Pullman 27 h.p. Limousine, 1939, in excellent condition, widest face-fwd. seats, winding div., very large luggage boot leather upholstery ... £695
Hillman 21 h.p. long-chassis Limousine, 1938, late registration, very scarce all-steel body model, with three-seater face-fwd. occasionals, winding div. £550

HILLMAN
Over 40 cars of this make in our showrooms.

10 h.p. Minx Saloon, 1937, original finish, sound mechanical order, latest type radio £295
10 h.p. Saloon, 1938, de Luxe model with rear boot, real leather upholstery, new Goodyear tyres... £365
10 h.p. Minx Saloon, 1939, smart dove-grey finish, brakes just relined, new battery fitted... ... £395
10 h.p. Foursome D/H Coupe, 1938 model, registered May, 1939, outstanding condition throughout £385
10 h.p. Minx Saloon, 1947, black, fawn upholstery, particularly good mechanical condition ... £595
Phase II Foursome D/H Coupe, 1948, immaculately maintained, very small mileage... ... ... £795
Phase III Minx Saloon, July, 1949, Cotswold grey, speedo. reading 14,150, heater, like brand new £895
14/4 Saloon de Luxe, 1939, very desirable car, ideal for any purpose, full five-seater body, large rear boot, outstanding but very economical engine £445

MORRIS
The ideal car for economical family motoring.

8 h.p. four-seater Tourer, 1934, clean dark green finish, hood and screens in good order... ... £165
8 h.p. Saloon, 1937, black and red, loose covers to all seats, new battery and three new tyres ... £255
8 h.p. Saloon de Luxe, 1936, four-door model with sun roof and spotless leather upholstery, brakes just relined, engine decoked, new valves, etc. ... £275
8 h.p. Saloon Series E Model, 1939, stylish modern appearance, very nippy little engine £395
8 h.p. Saloon, 1940, one of the nicest Series E models we have had, one owner, stored war years ... £425
8 h.p. Saloon, 1946, two-door de Luxe model, very sweet engine, nominal mileage, fitted spotlamp £495
8 h.p. Saloon, 1946, late registration, four-door model with sun roof and de Luxe leather upholstery, very carefully used, lady owner. Recommended... £525
10 h.p. Saloon, 1935, in very clean condition for a car of its year, five brand new Dunlops £225
10 h.p. Saloon de Luxe, 1938, late type model, over £50 mechan'l work, Nov., 1950, includ'g g'rbox, back axle, brakes and steering overhauled £365
10 h.p. Sal. de Luxe, Nov., 1946, in really clean cond'n throughout, one owner. Opportunity at ... £575
10 h.p. Saloon de Luxe, 1948, spotless appearance, very small mileage, engine just decoked for first time, fitted H.M.V. Radiomobile genuine value £725
12 h.p. Saloon de Luxe, 1938, in sound mechanical condition, just completely re-wired, new battery £295
Oxford Saloon de Luxe, May, 1949, speedo. reading 9,145 miles, but definitely looks less, whole car unmarked, tailor-made loose covers (two sets), special mats, heater, etc., one owner only ... £925

SPORTS CARS & SPECIALIST CARS
Selection of models for the enthusiast.

Alvis Speed 25 Foursome D/H Coupe, 1937, scarce and much-sought-after model, original maker's black finish, overhauled by Messrs. Alvis last year new set of tyres, radio, Notek and other extras £475
Alvis 14 h.p. foursome drophead Coupe 1948 condition like brand new, sparkling metallic grey with grey leather upholstery, distributor maintained £1,245
Daimler 2½-litre Foursome drophead Coupe 1939 bodywork by Windover a very scarce and valuable car magnificent condition throughout H.M.V. push-button radiomobile, heater and every luxury... £750
Allard four-seater Sports Roadster Sept. 1948 Type 61L black, red leather whole car virtually unmarked, one owner since new, nominal mileage, offered at over £500 below its original price... £765
B.S.A. Scout 10 h.p. F.W.D. four-seater R'dster, 1937 (Sept.). Nippy, gd. tyres, hd. and scr'ns ... £255
C.S.M. Special Sports Roadster, 1949, striking super-modern appearance, terrific performance with vivid "pick up," host of special features, Andre Telecontrol S/As, slab tank with twin fillers, twin rear spares, remote control, oversize tyres, etc. ... £495
Lagonda Rapide, short-wheelbase, 4½-litre Sportsman's f'r-seater R'dster, maker's c'hw'k fin'd immaculate maroon and blk., brand new hood, scr'ns and tonneau cover, complete new set of tyres, t'n ignitions, Kigass, Bosche, one wealthy owner £545
M.G. Midget Series T.B. Roadster, March, 1940, unused until Sept., 1945, original cream and black finish, vy. mod'te mlge., orig'l tyres just renew'd £505
M.G. 1½-litre 12 h.p. Sports Saloon, July, 1938, Series V.A. outstanding appearance, recent major overhaul by M.G. distributors, full history known ... £475
M.G. 2-litre Foursome D/H Coupe, 1939, maintained regardless of cost by late owner, engine bored and sleeved, new crankshaft, timing gears and over £90 of other work, Dec., 1950, only 500 miles since £550
M.G. 2.6-l're F'r'me D/H C'pe, 1939, the most h'ly-przd. mdl. of the M.G. range, a vy. spl. car in vy. spl. cond., ter'fic perfce. and acceln., new hd. and tyres, radio, w'dsc'n. heater, Notek passli'ts ... £595

VAUXHALL
We can offer you almost every model of this make.

10 h.p. Saloon, 1939, de Luxe 4-door model with sun roof real leather interior fitted new tyres ... £395
10 h.p. Saloon 1939, fitted works-reconditioned engine last year, small mileage since £425
12 h.p. Saloon de Luxe, 1940, identical to 1947 model, a one-owner car since new moderate mileage... £495
12 h.p. Saloon de Luxe, July, 1947, a real sparkler, sparingly used, carefully driven by one owner... £695
14 h.p. Touring Saloon, 1937, roomy 5-seater body, in very good condition, especially mechanically £350
14 h.p. Special Grosvenor Sportsman's Four-light Coupe, a very scarce and highly-sought-after car, stylish streamlined appearance, attractive maroon finish, a tip-top engine, very economical ... £395
14 h.p. Touring Saloon de Luxe, 1938, extensive mechanical overhaul last year, bills available... £395
14 h.p. "J"-type Saloon 1939, popular-type model, similar to post-war, privately owned since new £495
14 h.p. Saloon de Luxe 1948 very low mileage, genuinely immaculate throughout, black finish £875

WOLSELEY
Every car fully guaranteed in writing.

12 h.p. Saloon de Luxe 1934, 4-door model, very clean little car, sound mechanical order £205
12 h.p. Saloon de Luxe 1939, same size body as 14 h.p model, similar to post-war... ... £495
14 h.p. Saloon de Luxe 1938 recent extensive mechanical overhauls, over £100 spent in 1950, including re-sleeving new crankshaft, all new bearings, brakes, clutch, steering and back-axle overhaul, a very special car in the mechanical sense. Recommended... £465
14 h.p. Saloon de Luxe, 1938, similar model to above, a little less outstanding, but in very clean condition throughout, twin passlights and other extras... £415
18 h.p. Saloon de Luxe, 1947 immaculately finished in black, brown leather, one private owner since new, no supplementary petrol drawn, small mileage £845

ROVER
Largest stock of fully guaranteed used Rovers in the country.

10 h.p. four-door Saloon, 1933, reg. July, 1934, clean maroon finish, very good runner £195
10 h.p. Saloon de Luxe, 1938, fitted works-reconditioned engine early 1950, excel't mech. order £455
10 h.p. Saloon de Luxe, 1939 most popular model of the Rover range, late registration, identical appearance to post-war, sound condition throughout £595
10 h.p. Saloon de Luxe, 1939, one owne. only since new, maintained with every possible care ... £645
10 h.p. Special Sportsman's Coupe 1940, a very rare example, stylish lines and appearance, extras £695
10 h.p. Saloon de Luxe, 1947, black, brown leather, beautiful condition, small mileage £975
10 h.p. Saloon de Luxe, Sept. 1947 finished in most popular of Rover colours, dove grey with blue leather, actually first owned by Rover Co., one lady owner since, most immaculate little car £995
12 h.p. Sports Saloon 1937 attractive mod. lines, external luggage boot late-type instruments, excellent coachwork, finished deep maroon £495
12 h.p. Sports Saloon, 1939, original black cellulose, red leather interior, first-class performance ... £625
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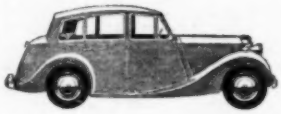

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1949 A.C. full drop head coupe, beige, grey leather, speedometer reading 14,000 miles.

103 New Bond St., London, W.1. Mayfair 8351-6. [5360

A.C. 1937 16hp sports saloon, bodywork unmarked, mechanically perfect, all new tyres, taxed year, any trial; nearest £465.—Linley, 153, Tessall Lane, Northfield, Birmingham. Tel. Priory 3012. [5136

265 gns.—A.C. Ace 1954 18/56hp drop head coupe, dark blue, red leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5641

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5578

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Alfa-Romeo Cars Wanted

BARTLETT, the Alfa-Romeo Specialist, 27a, Pembridge Villas, W.11. [5770

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1041

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers requirements; examples will be found in our showrooms.—Tel. Maiden 4403. [9531

ALLARD

CAR MART, Ltd.,

1949 Allard saloon, 12,000 miles; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1312. [5079

DICKS CAR SALES offer:—

1948 Allard sports tourer, fitted special engine, high speed axle; £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4658

COOMBS & SONS (GUILDFORD), Ltd., offer:—

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COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [4959

DAGENHAM MOTORS, Ltd., offer the following cars.

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1949 Allard d/h coupe, blue, blue hide, radio, one owner, 15,000 miles.

56 Park Lane, W.1. Regent 4866. [5865

CHIPSTEAD MOTORS, Ltd.—See Sports Car column. [5633

1948 Allard foursome convertible coupe, maroon with maroon leather interior, 17,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. [5064

1949 Allard drop head foursome coupe, in exceptional condition; £995.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [4413

ALLARD tourer, 1948, black, recellulosed November 1950, left-hand drive, in first class condition and beautiful; £800; seen any Northern town.—D. Crackanthorpe, Newbiggin, Penrith. Tel. Kirkby Thore 210. [6019

ALLARD

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Allard 2-str., grey, 8,000 miles, one owner.—Speedwell 0011. [5413

1948 Allard 6 heas coupe, very low mileage, immaculate condition; £845.—6, Portobello Mews, W.11. Park 9050. [4746

1948 Allard 2-seater, one owner, 6,000 miles, excellent condition; £775.—Anthony Crook, Caterham Hill, Surrey. Tel. Caterham 2252. [5597

775 gns.—Allard, Sept. 1948, sports 2-seater, gunmetal grey, brown leather, radio, small mileage, good tyres, exceptional condition, taxed, terms, exchanges.—Rowland Smith, below:—

775 gns.—Allard, Sept. 1948, sports 2-seater, gunmetal grey, brown leather, radio, small mileage, good tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5648

ROSE & YOUNG, Ltd., offer 1948 Allard 4-seater tourer, exceptional condition, red; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill station). Tulse Hill 6464 [7707

1948 (August) Allard open 4-seater, fitted June 1950 4.3 Mercury engine and transmission, unmarked condition throughout, very carefully used; £895.—Pastiles Service Garage, London Rd., Guildford 5326. [6022

Allard Cars Wanted

BARTLETT the Allard buyers, 27a Pembridge Villas, W.11 Bayswater 0523. [5774

£1050 offered by private buyer for saloon or £900 for drop head.—Box 0019. [5703

INDEX

	PAGE
Agents Wanted	85
Ambulances	82
Auctions, Tenders, etc.	89
Axleshafts	86
Balancing	86
Batteries, etc.	86
Books, etc.	90
Brakes, Cables, etc.	86
Business and Property	90
Camshafts	86
Caravan Section	83
Carburettors, Economisers	86
Car Covers	85
Cars for Hire	85
Car Radio	85
Chassis	86
Chromium Plating	86
Clothing, etc.	86
Coachbuilders and Bodies	85
Commercial Vehicles	82
Cylinder Grinding, etc. and Cylinder Heads	86
Dynamos	86
Electrical Equipment	86
Engines and Accessories	86
Exchange and Export	87
Garage Equipment	87
Gear and Steering Boxes	87
Generating Plant	85
Hoods, Cellulose, etc.	87
Hotels	89
Independent Suspensions	87
Insurance and Insurance Companies	87
Loose Covers	87
Magnetos	87
Mats, Rugs, etc.	87
Miscellaneous	87
Mobile Canteens, Kitchens, etc.	82
Motor Coaches	82
Motor Hearses	82
Motor Cycles for Sale	82
Mudguards	87
New Cars	83
Number Plates	87
Packing and Shipping	85
Patents	88
Parts and Accessories	87
Pistons	88
Radiators, Muffs, etc.	88
Repairers, Welding, etc.	88
Roof Luggage Racks	88
Safety Glass	88
Second-hand Cars for Sale, Wanted and Spares and Services	59-82
Shock Absorbers	88
Silencers	88
Situations Vacant and Wanted	90
Speedometers	88
Starters and Superchargers	88
Taxicabs	82
Trailers	83
Tuition	85
Tyres and Tubes	89
Valve Guides	89
Wheels, Discs, etc.	89

Allard Cars Wanted

D.H. foursome Allard wanted; £700.—J. B. Laing, Brambletye, Limpsfield, Surrey, Oxted 35. [5100

Allard Spares and Service

ALDARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431

ALLARD MOTOR Co., Ltd. Service Dept. 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333

ENGON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock, makers of Allard J.2 K.2 and tourer bodies. [0467

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1948 Alvis 14hp Tickford drop head coupe, cream, red leather, speedometer reading 15,000 miles.

ABOVE c.h. cars examined and approved by makers.

103 New Bond St., London, W.1. Mayfair 8351-6. [5359

CHARLES FOLLETT, Ltd., offer:—

1936 Alvis 3½-litre 4-door sports saloon by Mayfair, black, dark grey leather, 1 owner, 50,000 miles only, outstanding condition; £675.

18 Berkeley St., W.1. May. 6266.

SERVICE, works and stores: 12, Wellesley Avenue, W.6. Riv. 1415. [5403

CHARLES FOLLETT, Ltd., offer:—

1948 Alvis 14hp saloon, green, green leather, 17,000 miles, superb order throughout; serviced; £1,350.

18 Berkeley St., W.1. May. 6266.

SERVICE, works and stores: 12, Wellesley Avenue, W.6. Riv. 1415. [5409

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars column. [2577

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee the following:—

1938 Alvis 12/70 saloon, in maroon and in excellent condition, a superb road car with sports car performance; £525.

1937 4.3 Alvis sports saloon, in black with beige hide, excellent condition; £675. [5551

13000 miles.—A 1948 3½ Alvis saloon, in new condition, fitted with H.M.V. radio; £1,395.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4516

1939 Alvis Speed 25 sports saloon, in excellent condition, a small mileage car with two careful owners since new.—Thompson-Duxey, Ltd., Sefton St., Southport. [5112

1947 Alvis 14hp estate car, fitted with well-built oak body, carefully used, good tyres; £775.—Seldon Road Garage, Seldon Rd., South Croydon, Croydon 5470. [5654

ALVIS Silver Crest Speed 20 saloon, 1939 (October), superb car, with a real performance, five almost new tyres; £750.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5510

1937 black 4.3-litre saloon, in good condition, newly painted and rechromed, etc., Ace discs, £10 annual tax; £675, a bargain, consider small car in part exchange.—Read, Warren Holt, Wilpshire, Lancs. Tel. Blackburn 46300.

495 gns.—Alvis Speed 25 1938 model Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5651

ALTON GARAGE, the Alvis people, offer many fine cars including the following picked at random:—£275, 1934 Crested Eagle saloon, 20hp, 3 carbs., 1 P.S., really beautiful body and chassis condition; £185, 12-50 Atlantic saloon, fine runner, excellent value; £175, a really marvellous 12-50 beetleback, lovely body, recent complete overhaul, a very fast car; many others from 1940-1926; immediate hire purchase, insurance or part exchange.—17-19, Brook Mews North, Craven Rd., W.2. Paddi 3952. [5374

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1948 Alvis 14 coupe, black, new hood, heater, wireless, low mileage, immaculate; £1,125.—Box 8728. [4579

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5571

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 530 [0697

1948-9 Alvis; please give particulars and price—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Rus. 2874-5. [0494

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Aviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0678

SPARES for 1932 Alvis Silver Eagle, any item sold separately, no reasonable offer refused.—Apply 1, King St., Leyton, E.10. [5819

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0655

American Cars Wanted

ALL types of American cars wanted, preferably post-war models; excellent prices paid for cars in specimen condition.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [5299

ARMSTRONG SIDDELEY

CAR MART, Ltd.,

1947 Armstrong 16 Typhoon saloon, radio, heater, 15,000 miles; £1,080.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5875

CARR BROS. offer:—

1946 (Dec.) Armstrong 16hp Lancaster saloon, 15,000 miles only, mechanically faultless throughout, green cellulose immaculate, interior luxuriously upholstered and spotlessly new, £10 tax, an excellent opportunity to purchase the next to new luxury car with beautiful lines, £350 under list price, £925.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [5375

TOM GARNER, Ltd., offer:—

1948 Armstrong Siddeley Typhoon saloon, grey with blue leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4334

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, black one owner, as new.—184, Gt. Portland St., W.1. Museum 1001 [8884

BROOKLANDS for individuality.

1949 Armstrong Siddeley Hurricane coupe, black, brown leather, fitted radio, speedometer reading 12,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [5361

CHARLES FOLLETT, Ltd., offer:—

1946 Armstrong Siddeley Hurricane coupe, grey, beige leather, one owner, 24,000 miles, radio, engine rebored, new bearings, etc., new hood, paintwork unmarked, good tyres, a very sound car, guaranteed; £895.

18, Berkeley St., W.1. May. 6266.

SERVICE, works and stores: 12, Wellesley Avenue, W.6. Riv. 1413. [5406

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Armstrong Siddeley Hurricane coupe, 18hp, black with brown leather as new; £1,350.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9 [2829

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, blue/fawn cloth, low mileage.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Lancaster saloon, blue, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5796

ARMSTRONG SIDDELEY Lancaster, '48 August, black/brown hide, synchromesh, 12,000 miles, immaculate condition; £1,325.—Davy, Western 6493. [5293

1937 Armstrong Siddeley 17hp de luxe saloon, one owner, excellent condition; £295.—Jacquier, Ltd. 225-7 Hammersmith Rd. W.6. Riverside 6677-8. [4999

CENTRAL GARAGE, Croydon.—1947 Armstrong Siddeley Typhoon, 10,000 miles, very good condition, £1,050.—Central Garage. Tel. Croydon 7464 [4723

£750—1946 Armstrong drop head coupe, blue with blue leather, new hood, heater and radio.—Woking Motors (Maybury Hill) Ltd., Woking 1928 [3548

1948 Armstrong Siddeley Hurricane coupe, black, radio, heater, etc., a fine car.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5837

WALTER SCOTT, Ltd.—1938 Armstrong 25 limousine, black, rear cloth, full width occasionals, low mileage, exceptional condition; £550.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4473

ARMSTRONG SIDDELEY

1949/50 Armstrong Siddeley Typhoon saloon, 18hp engine, blue, blue leather, 11,000 miles, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [5742

1947 Armstrong Siddeley Hurricane coupe, finished in beige, 21,000 miles, perfect; £915.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd. Woking 1282. [4258

1937 Armstrong Siddeley 14 saloon, black, just recellulosed, very carefully used and perfect mechanical condition. £350.—Wembley Court Motors, High Rd. Wembley. Arnold 5221-2. [1771

1947 Armstrong Lancaster, 13,000 miles, radio and heater, 1 owner; £1,025.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mac 2875. [5305

1125gns.—Armstrong Siddeley 1948 Lancaster 4-door saloon, black, sliding head, front leather, rear cloth, small mileage, very carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below:—

165gns.—Armstrong Siddeley 1936 model 17hp de luxe 4-door saloon, black, sliding head, green leather, preselector, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5642

£775.—Armstrong Siddeley 16hp Hurricane foursome drop head coupe, 1946, a genuine specimen car, sparkling black coachwork, dark blue leather, H.M.V. radiomobile, heater, twin Lucas passlights, exceptional mechanical order throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase, part exchanges. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. See our full-page advert. in this issue (page 51). [5510

TANKARD & SMITH, Ltd., offer 1946 Armstrong Siddeley Hurricane d/h foursome coupe, in black with brown hide, moderate mileage, first class condition, fitted heater; £695; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5183

ARMSTRONG SIDDELEY Typhoon, black with brown leather, first registered 1947 but recently brought up to 1949 specification with the new seating, special shock absorbers, etc., 30,000 miles, and in practically showroom condition, any trial, £1,000.—Mathew, "Bramber," Down Rd., Tavistock, Devon. [5835

14250 genuine mileage, Armstrong Siddeley 17hp 1935 saloon, green, sliding roof, new tyres and batteries since laying up, green leather upholstery and carpets unmarked, coachwork consistent with mileage; this car must be seen to be appreciated; fully insured and taxed for the year; price £385.—Tel. Forest Hill 3053. [6018

£575.—Armstrong Siddeley 16hp de luxe saloon, this vehicle is the last pre-war car made and has a modern engine as fitted to the Typhoon post-war car, a really expensive-looking, high-class motor car for the connoisseur, smooth, silent, powerful and exceptional performance; 3 month's guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5685

A SPECIMEN motor car in every respect! Even this description under describes the very fine 1938 Armstrong Siddeley 25hp limousine that we are selling on the instructions of a client, chauffeur maintained and driven since new and in practically the same condition as on the day it left the works, colour scheme is beige with fawn upholstery, infinitely superior to most post-war cars, mileage 32,000; can be seen by appointment on application to:—

HAMTUNE MOTORS, Ltd., Armstrong Siddeley specialists, 39, Sheep St. Northampton. Tel. 3616. [5240

LIMOUSINES 1938 Long-25hp, partition, widest occasionals, black, exceptional throughout, certified mechanically. £745.

7000 miles, Long-17hp 1939 partitioned Limousine, leather throughout, widest occasionals, unquestionable condition, black. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [5327

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham 6041 [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb 6049. [3545

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St. Ruislip 3033/4/5.

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5572

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester Tel. Blackfriars 7843 [0601

PASS & JOYCE, Ltd. London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0255

ARMSTRONG SIDDELEY owners.

COMPLETE overhauls, service and repairs by our highly skilled and specialist mechanics, 100% service from our modern well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country, write, phone or call.

ARCOT MOTORS, Ltd. 169 Fulham Rd., S.W.3. Tel. Kensington 7301. [0644

GEAR boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe. Tel. Add. 2931. [0779

Armstrong Siddeley Spares and Service

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce Ltd., London distributors. Works, Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216 [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; details of new 2.6-litre; demonstration car available.

103, New Bond St., London, W.1. Mayfair 8351-6. [5362

ASTON MARTIN 2-seater sports model Mk. 2, enthusiasts' car in immaculate condition.

RYLAND GARAGE, 112, Ryland St., Birmingham, 16. Edg. 1166-7. [5382

495gns.—Aston Martin 1938 model 15/98hp 4-door sports saloon, grey, sliding head, grey leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5635

495gns.—Aston Martin 1935 1½-litre Le Mans Mark II sports 4-seater, British racing green, green leather, cycle-type wings, outside exhaust, remote control, large instruments, very carefully used, exceptional condition; terms; exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5647

SCARCE model, 1937 (March) Aston Martin 2-litre 4-seater sports, very fully equipped, twin horns, two fog lamps, chromium outside exhausts, incorporated rear locker, black and chromium, red leather, immaculate appearance, thoroughly recommended; written guarantee; £495; terms; exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5565

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors Ltd. Old Windsor Windsor 2002/3. [0197

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5579

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917

SIMMONS OF CROYDON are currently seeking a number of Astons for immediate purchase; our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon Tel. Croydon 1537 [2839

Aston Martin Spares and Service

FRIARY MOTORS Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor Tel. Windsor 2002/3. [0198

AUSTIN SEVEN

1933 Austin 7 saloon; £95 or near.—Clarke, School Avenue, Salford Priors, Evesham. [5833

SIMMONS, of Croydon, see our advertisement under Sports Cars, for the finest Austin Nippy in the country. [5549

1935 Austin 7 de luxe sun saloon, colour green with leather upholstery to match, excellent condition; 199gns.

RAYMOND WAY OF KILBURN, Hire Purchase Specialist has 200 good used cars under £400.—Maida Vale 6044. [5900

1939 Austin Big 7, 2-door de luxe saloon, exceptional condition; £335.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6 Riverside 6677-8. [8561

1939 Austin Big 7 4-door de luxe saloon, reconditioned engine, like new; £355.—Roys Automobiles, Ltd., 127, Parkway N.W.1 Euston 2700. [4737

1938 Austin 7 saloon, immaculate, taxed and insured, any trial, guaranteed; £270 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [5349

195gns.—Austin 7, October 1937, Ruby de luxe saloon, green and black, sliding head, leather upholstery, good condition, taxed, terms, exchanges; list; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5637

Austin Seven Cars Wanted

ROWLAND SMITH'S the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0834

AUSTIN EIGHT

J. CORYTON, Ltd.

1947 (August) Austin 8hp sun saloon, positively immaculate throughout and mechanically guaranteed, one previous private owner, 12,000 miles.

139/149, Fulham Rd., S.W.3. Ken. 1410. [4458

GOLDERS GREEN. H. A. Saunders, Ltd.—1946 Austin 8 saloon, black.—Speedwell 0011. [5425

1947 Austin 8 saloon, immaculate condition, taxed year, extras; £575.—Croydon 4321. [5440

AUSTIN 8, June '47, 18,000 miles, excellent condition, spot lamp, clock; £575.—Tel. Seven Kings 5235, after 6. [4627

1940 model Austin 8 saloon (lift-up front), black, excellent tyres, very good condition, year's tax; £365

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube) Palmers Green 4540. [3727

1947 Austin 8 black saloon, 4-door, one owner, h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5956

1939-40 model Austin 8 4-door saloon de luxe, colour black, reconditioned engine, a faultless motor car in all details; £440.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5316

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

1947 Austin 8 saloon, one owner, taxed year, black excellent condition, mileage 26984; £550.—Reigate 5216. [5421

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloon, in blue with leather to match, a carefully used car in beautiful condition, £525; also 1940 and 1939 models from £345; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5184

Austin Eight Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0725

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

RAYMOND WAY, the hire-purchase specialists are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

ROUNDABOUT offer:—

1946 Austin 10 saloon, 1 owner, 27,000 miles genuine, absolutely immaculate; £685.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [5318

S. G. SMITH (MOTORS), Ltd., offer:—

1939 Austin 10 Cambridge saloon, immaculate condition; £410; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 285/287, Rye Lane, Peckham, S.E.15. New Cross 0460. [1296

1946 (October) Austin 10, very good condition; £645.—Below.

1934 Austin 10 tourer, good condition; £165.—Below.

1947 Austin 10 saloon, guaranteed small mileage; £685.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [5022

1937 Austin 10 saloon de luxe, black, nice appearance, good chassis; £540.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [4034

£385.—1938 Austin 10 de luxe saloon, black, red leather, good tyres, taxed.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel Putney 3595-4. [2587

1946 Austin 10 saloon, black, brown interior, very good condition throughout; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4769

ACLAND & TABOR, Ltd., Welwyn 481, offer with (three months' guarantee the following:—

1947 Austin 10 saloon, black with brown leather, spotless; £695. [5537

AUSTIN 10 saloon, 1934, good condition and appearance; £175.—7, Radcliffe Rd., Croydon 1503. [5793

1945 Austin 10 saloon, black, excellent condition throughout; £550.—Haskins, Ladbroke 1155. [1652

GATEHOUSE offer 1937 Austin 10 tourer; £325.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5295

£475.—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [9193

£450.—Austin 10 1940 4-door saloon, leather interior, excellent car mechanically, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [5117

£595.—1946 10hp Austin sunshine saloon, excellent condition.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. [5479

1946 Austin 10 saloon, blue, speedo reading 24,000 miles.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [4965

1947 Austin 10 saloon, 20,000 miles, black, brown leather.—Tickford, Ltd., 9, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5163

1939 Austin 10 saloon, one owner exceptionally good condition throughout; £455.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [2248

TANKARD & SMITH, Ltd., offer 1933 Austin 10 2-seater, finished in green with green leather upholstery, a very clean and reliable car; £145.—97, Peckham Rd., S.E.15. Rodney 2051. [5297

1946 Austin 10 de luxe saloon, one owner since new, colour black, brown upholstery, exceptional condition, taxed for year; £650.—S. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5666

265 gns.—Austin 10, 1937, Cambridge de luxe, 4-door saloon, black, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5639

NAYLOR & ROOT, Ltd.—1947 Austin 10 de luxe saloon, black, brown hide, sun roof (reg. July, 1947), low mileage, superb condition throughout; £725; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [5497

Austin Ten Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

POST-WAR Austin 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0941

Austin Ten Cars Wanted

I REQUIRE post-war Austin 10 urgently.—31, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

CAR MART, Ltd.,

LONDON distributors.

1949 Austin A40 saloon, heater, 3,000 miles; £1,065.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5876

OVERSEAS CARS, Ltd.

1949 Austin A40, grey, 6,332 miles; £975.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4509

HAROLD RADFORD & Co., Ltd.

1950 (Jan.) Austin A40 Countryman, folding rear seats, 12,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1650

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, grey, radio and heater, 6,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5860

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 Countryman, green, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5859

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40 saloon, blue, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5856

1949 Austin A40 saloon, grey with beige leather upholstery, heater, 13,000 miles; £950.

1950 Austin A40 pick-up truck, blue, heater, 7,000 miles; £650.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5077

1949 (June) Austin A40 saloon, black with beige, radio and heater fitted, 11,000 miles; £985.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8461. [5044

1948 (Sept.) Devon saloon, radio and heater, 1 careful user; £895.—Campbell Symonds, Wembley 6262. [5503

1949 Austin A40 de luxe saloon, low mileage; £975.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5611

1949 Austin A40 black, 14,000 miles; £915.—Silverthorne Motors, Ltd., 1,013 Finchley Rd., N.W.11. Meadway 2286. [5486

1950 Austin A40 saloons, choice of two; £1,025 each, trade enquiries invited.—Arsenal Garage, Ltd., 217, Blackstock Rd., N.5. [5915

1948 (November) Austin A40 Dorset saloon, port-and grey with dawn leather upholstery, genuine 14,000 miles in superb condition throughout; £885.

ROBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5696

AUSTIN A40 saloon with sunshine roof, beige colour, a beautiful condition, accept £845.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4654

4700 miles.—1949 (April) Austin A40 Devon saloon, grey, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5842

3000 miles.—1949 (Sept.) Austin A40 Countryman estate car, grey.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [5845

1949 (October) Austin A40 saloon, sunshine roof, heater, radio, 10,000 miles, magnificent condition.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 39154. [5955

1949 Austin A40 Devon, grey, beige leather, low mileage, choice of 2; from £945.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [5291

£795.—Austin A40 saloon, March 1948, black, beige leather, fitted heater, a one-owner car which has had limited and very careful use, outstanding opportunity at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. See our full page advert in this issue (page 51). [5508

1950 (Jan.) Austin A40 Devon saloon, grey, blue leather upholstery, heater, 8,540 miles, taxed year, scrupulously maintained, outstanding condition; accept £985.—Musgrove, Battersea 5851. [5818

1950 Austin A40, 6,000 miles; £1,035; part exchanges, deferred terms; three months' written guarantee.—Chalk Garages, Hanger Lane, Western Avenue, Ealing, W.5. Perivale 4404/5. [5927

Austin A40 Cars Wanted

A40 car wanted.—MAC, 12, Brambledown Rd., Wallington, Surrey 6397. [2094

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0786

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-3. [0704

Austin A40 Cars Wanted

THE CAR MART, Ltd

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0957

AUSTIN TWELVE

1947 Austin 12 saloon, colour black; £675.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [5300

GOLDERS GREEN, H. A. Saunders, Ltd.—1937 Austin 12-4 saloon, black/green.—Speedwell 0011. [5417

1935 Austin 12/4 saloon, engine and clutch completely overhauled, cellulosed black, good tyres £242/10.

X L SERVICE STATION, Kingston Vale, S.W.15. Tel. Kingston 8355. [5851

1935 Austin 12/4 saloon; £175.—Johnston's Service Garage, 18, Mildmay Ave., N.1. Canonbury 6666-7-8. [5721

£585.—Austin 12 1940 4-door saloon, an exceptional car throughout, £10 tax, faultless mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [5118

1937 Austin 12 de luxe saloon, excellent condition, bargain; £345.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5799

1947 Austin 12, good appearance, new engine, 2,300 miles genuine; £765 or offers.—E. Pascall (Guildford), Ltd., Central Buildings, North St., Guildford. [5230

A REALLY beautiful Austin 12/4 with reputed 17,000 miles, first registered 1934, £250; also a good Austin 16 at £95.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [4756

1939 Austin 12hp de luxe saloon, black/brown leather upholstery, one owner, genuine 24,000 miles only.—Denham Service Station, Ltd. Tel. Denham 2266. [5965

1947 Austin 12 saloon, black with brown leather upholstery, H.M.V. radio, in superb condition, written guarantee; £795.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6. [5261

CLASS'S MOTOR MART, 1937 Austin 12 saloon de luxe, blue, engine just reconditioned, radio, immaculate condition, one private owner since 1939; written guarantee.—5, Warren St., W.1. Euston 4111C. [5908

1939 Austin 12/4 de luxe saloon, maroon and black, privately owned, new engine just fitted, £450; also a very beautiful 1937, at £400.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5608

£665.—March, 1946 Austin 12 saloon de luxe, a really outstanding motor car in every respect, privately owned and carefully maintained by City gentleman; engine just decarbonised in our workshops and the whole car thoroughly serviced throughout, special opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. See our full-page advert. in this issue (page 51). [5509

Austin Twelve Cars Wanted

C M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2501-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0838

AUSTIN SIXTEEN

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1935 Austin 16hp 7-passenger saloon, black, brown hide upholstery, coachwork, mechanical condition and tyres excellent, make excellent hire car; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5411

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Austin 16 saloon, excellent condition; £865.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5602

1936 Austin 16, excellent running order.—Peck & Packer, March, Cambs. [5827

1948 Austin 16 saloon, black, brown leather upholstery, 17,000 miles, in excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5289

GOLDERS GREEN, H. A. Saunders, Ltd.—1947 Austin 16 S/R saloon, black, 17,000 miles.—Speedwell 0011. [5426

1949 Series Austin 16, 12,000 miles only, fitted heater, taxed, one owner, in beautiful condition; £995.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [5946

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

1937 Austin 16 saloon; £325.—Blue Star Garage, 617 Finchley Rd., N.W.3. Ham. 2254. [4615

1947 Austin 16 saloon, one owner, low mileage, heater; very nice condition throughout, guaranteed; £850.—G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5177

1947 Austin 16, black, brown leather; £850.—Vineyard Motor Co., Ltd., 26, Richmond Hill, Rich. 1178-9. [5418

1946 (September) Austin 16hp; £700.—Johnston's Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8.

1936 Austin 16 Kempton sports saloon, colour black with brown leather upholstery, mechanically sound, 199gns.

RAYMOND WAY, of Kilburn, Hire Purchase Specialist, has 200 good used cars under £400. Maida Vale 6044. [5901

1947 Austin 16 de luxe saloon, black, brown upholstery; £4795.—Hoys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5609

1936 Austin 16 four-door de luxe sun saloon, colour black and blue leather upholstery may be described as good value; 199gns.

RAYMOND WAY, of Kilburn, Hire Purchase Specialist, has 200 good used cars under £400. Maida Vale 6044. [5902

1949 model Austin 16, one owner since new, chauffeur driven, 20,000 miles; bargain £825.—A.2. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5830

875 gns.—Austin 16, June 1948, de luxe 4-door saloon, black, sliding head, brown leather, Jackalls, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, Ltd.

265 gns.—Austin 16, 1935 Chalfont, 7-seater limousine, black, brown leather, sliding division, face-forward occasionals, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5636

1947 (May) Austin 16 saloon, black, brown leather throughout, one owner, 25,000 miles, very carefully used; £900.—Shaw Motors, Ltd., 666-678 Garratt Lane, London, S.W.17. Wim. 3031-2. [5919

1939 Austin 16hp drop head coupe, late property of titled owner, finished black with beige leather upholstery; really beautiful car; £450.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [5250

1937 Austin 16hp Goodwood de luxe saloon, one owner, blue with black, blue upholstery, a car that has been well maintained and carefully driven good tyres; £550.—Seladon Road Garage, Seladon Rd., South Croydon. Croydon 5470.

1948 (October) Austin 16 de luxe sun saloon, 7,000 miles only, one private owner, not run this year, finished black, brown leather front, rear seat in cloth, fitted radio, heater, built-in jacks, spare unused, the whole car in new condition; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [5670

Austin Sixteen Cars Wanted

THE CAR MART, Ltd
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297 Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0955

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

ROWLAND SMITH'S the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.,
LONDON distributors.

1949 Austin A70 saloon, 8,000 miles; £1,295.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5674

BOON & PORTER, Ltd.

1950 Austin A90 convertible coupe, radio, heater, 10,500 miles; £1,425.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5397

TOM GARNER, Ltd., offer:—

1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 2,000 miles only.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [4355

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A90 Atlantic convertible coupe, green and fawn, fawn leather, radio, 6,000 miles.

1949 Austin A70 Hampshire saloon, black, brown leather and cloth, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5559

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 A90 Atlantic coupe, 10,000 miles, excellent condition; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5600

AUSTIN A70 & A90

1949 Austin A70 saloon, black, sun roof, radio, heater, 7,000 miles; £1,275.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. [5069

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Austin A70 saloon, brown, 7,000 miles. Spewell 0011. [5420

1950 A90, red with beige leather, hydraulic windows and hood, radio and heater, a most striking car, 11,000 miles; £1,425.

G & R GARAGE, Ltd., 53, Victoria Rd., Surbiton. Elmar.dge 4583. [5983

A90 convertible, colour blue, power hood, mileage 7,000; accept £1 315.—Bowlis, 6, Elm Park Court, Pinner. Tel. 5603. [5447

1949 (Aug.) Austin A70 saloon, 5,031 miles, grey, unmarked; £1,195.—London House Motors, Burnham-on-Sea, Som. Tel. 438. [5775

1949 A90 Atlantic 4-seater convertible coupe, finished in pale blue, radio, heater; £1,295.—Horace Myams, Richmond Hill, Bournemouth. Tel. 2816. [5107

1950 Austin A90, red, low mileage, power hood, radio, heater; £1,395.—Chapman, 5, Laurel Bank, East Keswick, Leeds. Tel. Collingham Bridge 2094. [5442

1950 Austin A90 power-operated Atlantic coupe, green, beige leather, 5,000 miles, one owner.—Ripco Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5741

1949 Austin A70, mileage 8,000, colour black, spare unused, indistinguishable from new; £1,245; another, mileage 5,000, colour grey, heater, taxed year; £1,285.

D. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5972

1950 (February) Austin A90 convertible coupe, light blue, blue leather, heater, as new, guaranteed mileage under 5,000; £1,400.—Lucas, Darley Park Rd., Darley Abbey, Derby. [5140

1950 (covenant free) Austin A70 7-passenger hire car with division and flush folding face forward occasionals, 4,000 miles only, finished black, brown leather upholstery throughout, as new; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., N. E. Finchley Station, N.2. Tudor 2301-2. [5669

1949 (Aug.) Austin A70 Hampshire saloon de luxe, grey, sliding head, built-in radio and heater, grey leather, one owner, 5,000 miles only, the whole car in superb condition, unrepeatable; £1,850; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5116

Austin A70 and A90 Cars Wanted

1949 Austin A70 required.—Autowork (Winchester), Ltd., Station Hill, Winchester. [5220

WANTED Austin A90 saloon (not convertible), private buyer; thirteen to fifteen available for little or unused car.—Roddam, Market Place, Bishop Auckland, County Durham. [4239

AUSTIN EIGHTEEN

1938-9 Austin 18hp seven-seater, stored long periods, one owner, private; also 1936-7.—Write BCM/NZA, London, W.C.1. [5821

1938 Austin Ivor, one owner since new, exceptional condition; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [5369

1938 Austin 18 Windsor, black/brown hide, one private owner since new, faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155. [2241

19000 miles.—1938 Austin 18 Norfolk saloon, black, brown hide upholstery, original tyres, 1 owner, almost new condition; £775.—G. S. Hall, 302, King St., W.6. Riverside 2881. [5276

£245—Very special offer: Austin 18hp genuine long chassis York 7-seater, 1935, finished in black with clean red leather upholstery, fitted face forward seats, fit 3 equipped and ready for immediate use. See below.

£425—Austin 18hp Chalfont limousine, 1936 model, registered January, 1937, fitted with special Hayes transmission, a very clean and useful car, equipped with division, face forward seats, Ace discs, etc., dark blue coachwork with leather to match front and rear, 5 new Goodyear tyres; ready for immediate use and fully guaranteed in writing by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Twelve other Austin 7-seaters and twenty limousines of other makes in stock. See our full-page advert. in this issue (page 51). Write for post-free catalogue. Easy and confidential hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Purchasers' fares refunded in full from any part of the country. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5504

CHILTERN CARS, of Leighton Buzzard, offer a 1939 Austin 18 long chassis Windsor de luxe 7-seater, face-forward folding occasionals, passlight, new tyres, nice order throughout; £795, trade enquiries invited.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [5783

A & S Offer exceptional range of good condition Limousines, inspection invited:—

SEVEN Seater 1937/38/1939 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [5326

Austin Eighteen Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [0924

MODERN 7-passenger required, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941 [1604

AUSTIN TWENTY

£795—Austin 20hp Mayfair limousine, first registered September, 1938, in most outstanding condition for a pre-war car, privately owned by London business house, it is understood that this car has never travelled outside the suburban area, speedo reading 43,100, which is definitely consistent with the condition and the appearance of the vehicle; black and chrome coachwork shows only signs of extremely careful maintenance, interior is equally immaculate, face forward seats appear to have been used on rare occasions only; entire mechanical condition leaves nothing to be desired; all instruments and accessories in 100% working order; specially recommended and fully guaranteed by us in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Twelve other Austin 7-seaters and twenty limousines of other makes in stock. See our full-page advert. in this issue. Write for post-free catalogue. Easy and confidential hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Purchasers' fares refunded in full from any part of the country. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5514

LIMOUSINES 1936/37/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, selection, seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [5324

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041 [9635

7-SEATER Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1603

AUSTIN TWENTY-FOUR

AUSTIN 24hp limousine, 1937 (May), 48,000 miles, division and occasional seats, excellent condition; £695.—Potters Bar 2371. [5444

AUSTIN TWENTY-EIGHT

CASS'S MOTOR MART, 1939 Austin 26 limousine, black, excellent condition, one owner, £895; written guarantee.—5, Warren St., W.1. Euston 3525. [5907

LIMOUSINE 1939/28hp Ranelagh, partition, black, widest occasionals, genuine 23,000, beautiful carriage, 1949-condition.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [5325

AUSTIN A125 and A135

CAR MART, Ltd.
LONDON distributors.

1949 Austin A125 Sheerline saloon, 9,000 miles; £1,875.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5870

TOM GARNER, Ltd., offer:—

1949 Austin A125 Sheerline saloon, black with fawn leather, 4,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4356

S. G. SMITH (MOTORS) Ltd., offer:—

1949 Austin Sheerline, 9,000 miles only, an immaculate motor car; £1,675, 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 285/287, Rye Lane, Peckham, S.E.15. New Cross 0460. [2154

MANN EGERTON & Co., Ltd., offer:—

1949 Austin Sheerline, black, brown leather, 15,000 miles.

14 Berkeley St., London, W.1. Regent 2073. [5400

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Austin Sheerline saloon, black, 12,000 miles; £1,925.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5599

ACLAND & TABOR, Ltd., Welwyn 461, offer with three months guarantee, the following:—

1948 (Nov.) Sheerline, grey, beige hide, radio, heater, speedo 14,000 miles, immaculate; £1,675. [5536

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, etc.; £1,795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner), Hillside 0024. [5365

1949 Austin Sheerline saloon, low mileage, black/brown; £1,750.—Westwood, 70, Richmond Hill, Bournemouth. [5108

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, grey.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5797

APRIL 1949 Austin Princess, grey, one owner; £2,095.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5547

1949 Austin Sheerline, finished in grey with grey hide upholstery, radio and heater, 11,000 miles; £1,775; terms, exchanges.

MASON BROS. (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24697. [5779

1949 (Oct.) Austin A125 Sheerline saloon, 8,000 miles, black.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4481

1949 Austin Sheerline (September), heron grey, leather upholstery, perfect condition, 12,000 miles; £1,700.—Taylor, 21, Albion Place, Leeds, 1. [5254

DECEMBER, 1949, Austin Sheerline saloon, radio and heater, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5472

AUSTIN Sheerline grey, February, 1950, most perfect condition throughout, no expense has been spared in upkeep, 8,700 miles; offers over £1,900.—Eden, 125, Park Rd., Aston, Birmingham. East 1206. [6016

1949 Austin Sheerline, black fitted with heater, radio screen washing equip., cloth upholstery covers, special dipping arrangement, in excellent condition; first-class car, 16,000 miles; £1,850.—Jack Olding, North Audley St., W.1. Mayfair 5242. [5746

1950 model Austin Princess saloon, black with brown hide upholstery throughout, low mileage; £2,250 or near offer; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5199

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A125 and A135 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

ARCHIE SIMONS & Co., Ltd.—1939 Austin 10 saloon, one owner, excellent condition; £450.

1939 Austin 12 saloon, excellent condition throughout; £450.—94, Gt. Portland St., W.1. Lan. 1343. [5357

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3 Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ALL models Austin required for cash.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3152

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [0822

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9839

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5580

DOBSONS, Ltd., Staines, Middlesex. Tel. 801, are cash buyers of good Austin cars of all types. [4449

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers, all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5463

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0612

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5189

WE are cash buyers of all Austin post-war models. —The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [0138

1938-39 Austin 10 or 12 required, must be clean and genuine, mileage stated.—Wilsons, 18, Trinity Gdns., S.W.9. Brixton 4011. [0313

AUSTIN 8 or 10hp saloon, 1936 or 7 for preference, coachwork must be in reasonably good condition.—Beardmore 26, Queensway, W.2. Bayswater 0136. [4146

Austin Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd. N.W.9. (Hendon 6500); and at 16, Uxbridge Rd. Ealing W.5 (Ealing 6717.) [0160

IF it's Austin spares, try Sands, the Austin People, Burnham, Bucks 84. [0305

FOR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0382

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood Birmingham [4207

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop 2832, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

C
M
CAR MART Ltd.

1949 Bentley Mark VI steel saloon, 17,000 miles; £4,975.

1948 Bentley Mark VI steel saloon, 10,000 miles; £4,850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5980

4¼-litre Bentley Vanden Plas saloon, over £500 spent with makers (bills shown).—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5582

BENTLEY (3½ & 4¼-litre)

J
B
JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

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HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD RD.,

HALIFAX.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

A NATIONAL motoring organization.

1947 Bentley Mark VI 4¼-litre standard saloon by Bentley Motors. Ref. H.6206.

1937 Bentley 4¼-litre sports saloon by Park Ward. Ref. H.6048.

1936 Bentley 4¼-litre sports saloon by William Arnold. Ref. H.5011.

ALL cars carry our unique six months' guarantee; please write or tel. for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD RD.,

HALIFAX, Yorkshire.

TEL. Halifax, Yorkshire. [5226

FOX.

OFFER the following from their large stock of post-war Mark VI Bentleys.

APRIL 1948 Standard Steel saloon on Bentley Mark VI chassis, black, brown leather, low mileage.

1950 Standard Steel saloon on Bentley Mark VI chassis, black, brown leather, 3,000 miles.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7687.

FOX. [5380

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

NORTHERN Bentley specialists.

1948 Mark VI Standard saloon, mistletoe green with beige leather.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors,

RIPPON BROS., Ltd. Huddersfield 6340 (3 lines). Also at Bradford, Leeds and Sheffield. [0906

PADDON BROS., Ltd.

1935 3½-litre Thrupp & Maberly sports saloon.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [5904

FRANK DALE offers:—

1936 4¼-ltr foursome drop head coupe by Hooper, completely overhauled, specimen car; £1,650.

1935 3½-ltr. 4-door saloon by Park Ward, in excellent order, rebuilt engine, etc., 500 miles, new tyres; £1,295.

1934 3½-ltr. Vanden Plas foursome drop head coupe, in good order; £1,250.—66, Princes Gate Mews, Exhibition Rd., S.W.7. [3807

DICKS CAR SALES offer:—

1938 Bentley 4¼ sports saloon, 50,00 miles only, all Bentley history, really superb car; £1,950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1265

RUSSELL MOTORS offer:—

1948 Bentley Mark VI standard steel saloon, 21,000 miles, black, brown leather; 1948 modification.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5288 [3533

JACK OLDING of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers, offer:—

1949 Mark VI Bentley standard saloon, low mileage.

1949 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles.

1948 Mark VI Bentley standard saloon, maroon and grey, maroon lthr., 22,000 miles.

1948 Mark VI Bentley 2-door saloon by Young, blue, 25,000 miles.

1948 Mark VI H. J. Mulliner saloon, met., grey, grey lthr., 38,000 miles.

1948 Mark VI Bentley Park Ward power-operated coupe, grey, red lthr., 28,000 miles.

1947 Mark VI Bentley standard saloon, 2 shades of grey, immaculate.

1938 4¼-litre Bentley H. J. Mulliner foursome drop head coupe, blue.

1936 4¼-litre Bentley H. J. Mulliner saloon, black, brown lthr.

DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH Audley Street, W.1. Mayfair 5242. [5744

TOM GARNER, Ltd.—Bentley.

1950 series Mark VI standard steel saloon, black with beige leather, 15,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9865-6. [5229

BENTLEY (3½ & 4¼-litre)

HAROLD RADFORD & Co., Ltd

INVITE you to call and inspect their unique selection of Bentley cars

1937 Bentley 4¼-litre, Park Ward.

1934 Bentley 3½-litre 4-door saloon, James Young

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3536

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

SWANMORE CAR SALES, Bournemouth (J. W. Medley, Proprietor).

£1575.—Bentley 3½-litre, 1936, very modern streamlined saloon by Thrupp & Maberly, recently checked by Bentleys.

£1675.—Bentley 4¼-litre 1936 James Young close coupled sports saloon, very modern lines, excellent history

EXCHANGES and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1822. [5198

1948 (April) Mark VI Bentley standard saloon, black, blue hide, 13,000 miles magnificent condition, one owner.

P. J. EVANS, Ltd., Bentley Special Retailers, 81-91, John Bright St., Birmingham. Midland 2911. [5232

1948 Bentley Mark VI standard saloon black with brown hide upholstery, just passed by makers, an immaculate car; £4,250.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Freemantle 8401. [5945

1950 (Feb.) Bentley Mark VI saloon, grey, mileage 11,300.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5940

1949 Bentley Mark VI H. J. Mulliner sports saloon, superb condition throughout. — Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. [5285

1936 Bentley 4¼-litre Park Ward saloon, in most excellent condition, 66,000 miles; £1,595.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [5656

1950 (Nov., 1949) Bentley Mark VI, under 10,000 miles coachwork 2-door saloon by Young of Bromley.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5834

CENTRAL GARAGE, Croydon, 1934 Bentley 3½-litre drop head foursome coupe by Park Ward, finished maroon with beige upholstery, excellent order; £1,000. —Central Garage, Tel. Croydon 7464. [3726

3½-litre Bentley, first registered November, 1935, Park Ward 4-door sports saloon, in good condition throughout; £1,075.—Roy Smith Garage, Ltd. 49, Woodcote Rd., Wallington Surrey. Tel. Wallington 2874. [3308

1934 3½-litre Bentley drop head foursome by Park Ward, black with brown upholstery, exceptional condition throughout, one owner only until 1950, complete history known; £1,075.—Pantiles Service Garage, London Rd. Guildford 5526. [5690

1936 (June) 3½-litre Bentley 4-door sports saloon, by Park Ward, this car has recently been recellulosed, is fitted with Ace discs and is in immaculate condition throughout, and offered subject to any trial or examination; £1,475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. [1277

HATTON, Birmingham.—1939 4¼ overdrive James Young Razor Edge sports two-door saloon, black, grey leather, Ace discs, all new India Supers, bumpers front and rear, a very handsome motor car open to absolutely any trial or expert examination; price £2,750; any car taken in part exchange; a 3½ or 4¼ Bentley or Rover 75 particularly welcome.—Hatton Motors, Ltd., The Midland Rolls-Royce and Bentley People, 71, Broad St., Birmingham. Midland 2457. [5378

BENTLEY (other than 3½ & 4¼-litre)

SIMMONS OF CROYDON (Croydon 1537).

BENTLEY 4½-litre 2-seater, 40-gal. slab tank, new coachwork, D box recellulosed, reupholstered throughout, new carpets, new mohair hood, new tonneau, new Dunlops, battery and rechromed throughout, mechanically this 4½ cannot be faulted and it is 100% in every possible way; guaranteed; £385.

SIMMONS OF CROYDON, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [5550

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [9828

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee the following:—

1937 Bentley 4-door Phaeton by Vanden Plas, in grey and black; this magnificent all-weather car is in 100% condition throughout and is offered at £1,925. [5540

1936 (first registered) 6½-litre Bentley streamlined sportsman's saloon; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [5512

BENTLEY 1928 4½-litre, recent first rebore, crank ground, etc., and new 3.53 back axle, new fabric open four body 1948, 95mph, 20mpg at 60mph; £450.—Edwards, 1, Cromfields, Llandudno. [6020

Bentley Cars Wanted

S
G
OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—320 Euston Rd., N.W.1. Euston 1212 [0958

BENTLEY Mark VI Standard saloons required.

IN first-class order.—Send particulars to R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5 Fremantle 8401. [220-

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead Tel. 2642. [5921

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0487

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HOOPER & CO. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and a valuation of your present Bentley will be gladly given should you wish to visit our St. James's St., showrooms. [0904

LATE pre-war Bentley wanted, must be in good condition.—Cyril Shippard, 102, King's Rd., Reading 2712. [5974

ADVERTISER would like to purchase Mark VI Rolls-Bentley from private owner.—Clare Court, Wokingham, Berks. [5543

REQUIRED privately, Bentley 3½-litre saloon; must be in good condition.—21, Mount Park Crescent, Ealing. Perivale 1357. [5452

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Weston St., Crystal Palace S.E.19. Liv. 3362. [0062

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models; fair price offered.—By-Pass Road, Basingstoke [0654

3½ and 4¼ Bentleys urgently wanted, cash or exchanges, pre- or post-war.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5203

1933-4 Rolls-Bentley 3½-litre saloon required; car would be considered which required attention to coachwork.—Brown's Garage, Julian Rd., Bath. [5135

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1 official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

WANTED, Bentley (saloon preferred) Speed 6-, 6½- or 8-litre, condition of engine immaterial; fullest particulars.—Kaye, White House, Potterton Lane, Barwick-in-Elmet, nr. Leeds. [5149

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works & stores, 12, Wellesley Ave., W.6. Riv. 1413. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [7206

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

B.M.W.

TANKARD & SMITH, Ltd., offer 1936 B.M.W. type 55 d/h sports coupe, in black with maroon hood and leather, very modern lines, very fast with wonderful road qualities; £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5180

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5594

B.M.W. Spares and Service

GEAR boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe. Tel. Add. 2931. [0690

BRISTOL

U M Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London Home and Eastern Counties; also Berks. Beds and Bucks

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly W.1. Gro. 4141. [0168

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41-42 Hay's Mews Berkeley Sq., W.1. Gros. 2563 [0296

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 (November) Bristol 400 saloon, superbly maintained by one fastidious owner, fitted special Lucas headlamps, immaculate condition; £1,950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5601

1948 Bristol saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5210

ANTHONY CROOK offers:—1948 Bristol 400, one owner, written guarantee, all spares available and expert after-sales service; £1,825.

ANTHONY CROOK MOTORS, Ltd., leading distributors of Bristol cars. Caterham Hill, Surrey. Tel. Caterham 2232-3 [5598

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

1949 Bristol Model 400, maroon, 21,000 miles; £1,895; first regd. December, 1948.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5221

1949 Bristol 400 saloon, 6,000 miles, just serviced by makers, maroon with fawn leather radio, heater, etc., specimen car, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [2635

A.F.N., Ltd. (Bristol Distributors), offer choice of three Type 400 Bristol saloons, colours red, black and grey, with radio and heater, all fitted with latest type 400 modifications to chassis and engine.—Falcon Works, London Rd., Isleworth, Middlesex. Tel. Hounslow 0011. [1671

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [5775

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [1395

Bristol Spares and Service

UM. Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141. [0011

B.S.A.

ROUNDABOUT offer:—

1939 B.S.A. Scout, two owners only, a specimen car; £350.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [5317

245 gns.—B.S.A. Scout, 1938, 10hp, Series 5 4-seater, green, green leather; taxed; choice of 10 B.S.A. Scouts; terms, exchanges.—Rowland Smith, below.

295 gns.—B.S.A. Scout, March, 1940, Series 6 2-seater, maroon maroon leather, very good condition; choice of 10 B.S.A. Scouts; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5038

1936 B.S.A. sports 4-seater, 42,000 miles only from new, one owner since 1937, engine rebored, etc., last year, a really superb chassis; £225.—Below.

1937 B.S.A. sports 2-str., an immaculate car finished in red with new hood and side screens sound mechanical condition and nippy performance; hire purchase and exchanges welcomed.

BURKS MOTORS, 295-7, Lewisham High St., S.E.13. Lee Green 1051. [5918

B.S.A., 4-wheel, reconditioned engine, new clutch, radiator, hood, screens, body repainted, bargain; £177/10.—Hart, c/o G. P. Chamberlain & Co., Ltd., Junction Works, Carmichael Rd., S.E.25. Add. 2274. [6004

£265.—B.S.A. 12hp sports fixed head coupe, 1936, a very attractive car in excellent condition throughout; economical to run and maintain.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [3516

£105.—B.S.A. 4-seat sports tourer, 1932, 9hp, f.w.d., exceptionally well maintained mechanically and in appearance, fast and very economical.—Elmclimb, Orchard Grove, Chalfont St. Peter, Bucks [6015

TANKARD & SMITH offer: 1937 B.S.A. sports tourer, finished in black with brown leather upholstery, good all-weather equipment; this car is in really good condition throughout; £230.—97, Peckham Rd., S.E.15. Rodney 2051. [5296

WALTER SCOTT, Ltd.—Late 1939 B.S.A. Scout series E roadster, red, full all-weather equipment, radio, heater, Windtone horns, numerous other extras, low mileage, condition £100 above average; £385, exchange, terms.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [2568

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

BUGATTI Type 55, 2,300cc Straight 8 super-charged open 2-seater, E.N.V. Type 150 gear box, first registered 1936, maximum 108mph, 0-50mph 7.5secs.—J. T. Hibbs, 340, High St., Lincoln. [5004

BUGATTI type 43 3.3-litre 2/4-seater sports, excellent condition throughout; £365 or exchange saloon car with cash either way.Linley, 153 Tessall Lane, Northfield, Birmingham. Tel. Priory 3012. [5137

£325!—Bugatti 2.3 eight-cylinder supercharged 2/3-seater, believed to be works car which won 24-hour race at Spa in 1936, stored many years and reputed very small mileage, registered in 1937 and compete with full road equipment, exhaustive history available.

BRIAN FINGLASS, Bugatti Sale & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [5385

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

DICKS CAR SALES offer:—

1938 Buick 31hp saloon, special model, fitted 2 spares; £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4639

BUICK Viceroy saloon, 1939, private, one owner, radio, engine, coachwork perfect; £750.—Box 6836. [5138

SIMPSON'S MOTORS, offer:—

1939 Buick Century with division, very nice car, moderate mileage; £725.

1937 Buick phaeton drop head; £450.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists), Wembley 3903 [3557

GUY SALMON AUTOMOBILES, Ltd., offer:—

1939 Buick 31hp saloon, 35,000 miles, immaculate condition, fitted radio, £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3833

£375.—1937 Buick 30.6hp saloon.—Below.

£175.—1935 Buick 28.2hp 2-door sedan, excellent condition.—Monahan Motors, 594, London Rd., Thornton Heath 5061. [5967

1937 saloon maroon, cloth upholstery.—Jack Olding. North Audley St., W.1. Mayfair 5242. [5745

1936 Buick Viceroy saloon, 30hp, black, brown leather upholstery, coachwork and mechanical condition really good.

L. G. MOTORS, 177 Archway Rd., Highgate, N.6. Mountview 8467. [5951

LIMOUSINE 1937 roomy 8-seater, model 90 Master chassis; £750.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [5520

1937-8 Buick 7-str. limousine, two owners since new, just replaced by new Humber Pullman; for quick sale £395.—Welbeck 3991. [5917

£145. cheapest really good car in England; 1934-5 Buick Carlton foursome drop head coupe, £165 just spent on complete mechanical overhaul, very good tyres, taxed.—Welbeck 3991. [5916

£10 tax.—Buick Viceroy 31hp 1937 saloon, a roomy, good, and inexpensive car; £575; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5202

£325!—Buick 31hp Albermarle foursome drop head coupe 1936, stylish looking motor, very clean coachwork and interior upholstery (leather), fitted brand new hood and tyres, twin trumpet horns, windscreen heater, etc., genuine opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). For further selection of Buicks and other American cars see our full page advert in this issue (page 51). Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5605

1939 8-seater 25hp Buick limousine, showroom condition, original black and chrome coachwork, all tyres new, two spares, rear seats cloth, front leather, fitted radio, heater, mileage 18,000; price £1,500.—George Oldroyd, Greenwillows, Field Hill, Batley. [5256

1938 Buick special Viceroy saloon, fitted independent coil springing, twin spare wheels, radio, interior heating, ivory spring steering wheel, chrome wheel rims, a first class privately owned car providing effortless motoring, taxed; £500.—3, Blackbird Hill, Kingsbury, N.W.9. Colindale 7576. [5152

SEPT. 1947 saloon model 51 31hp, r.h. drive, two-tone grey, excellent original condition throughout, 9,245 miles, radio, taxed; £2,750; owner would take Mk. V Jaguar as part payment or purchase outright.—Whiteside, The Gables, Dilloway St., Dentons Green, St. Helens, Lancashire. St. Helens 3440. [5517

24000 miles, Buick Century 7-seater limousine, face forward occasionals, one owner, chauffeur kept; this car is in such amazingly lovely condition that it must be seen and tried £875 or near offer; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5200

A & S Offer exceptional Buick Limousines, certified mechanically, reasonble cost.

LIMOUSINE 1937 partitioned Pullman, widest occasionals, black, delightful condition. Also

1938 Pullman Limousine, partitioned, widest occasionals, black, immaculate.

7000 authenticated miles 1939 partitioned Fisher Limousine, (unused 11 years) black original owner. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5328

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903. [0664

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5573

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5464

BUICK limousine 1939/40, long chassis, wanted, good price for good car.—Woolfenden's, Ltd., 19, Belmont Rd., Liverpool, 6. [5098

ROY GALWAY Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747) urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London W.1 Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS) Ltd., offers:—

1939 Cadillac 60 special saloon, colour black, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7309

1947 Cadillac 4-door saloon de luxe, as new; £1,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5306

1939 Cadillac 35,000 miles, as new throughout, one owner, original condition; £975.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5222

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [0665

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5465

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

ROY OALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4767), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 -50 (genuine) Chevrolet 2-door saloon, heater, seat covers, perfect, right-hand drive.

1949 first registered Chevrolet 2-door Aerosedan, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 3903. [5304

1948 Fleetmaster saloon, L.H.D., 22,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5469

1938 Chevrolet 27hp, excellent mechanical condition; £325; or 30 monthly instalments of £13 2s 1d.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 600. [5167

CHEVROLET, 1947, New, property of engineer, in exceptional condition, 26,000 miles, absolutely draft-proof, idea, for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Refined Brake Drums, Ltd., 76, High St., London, N.16. [5528

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [0666

DISTRIBUTORS for London & Home Counties require good Colonial cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5468

Chevrolet Spares and Service

FOR private vehicles only.—Distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5477

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Chrysler Town and Country saloon, fitted with all extras, costing approx. 4,000 dollars in the States, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [2566

1939 Chrysler 23.4hp with overdrive, £400 spent at Chryslers Sept., 1947; £475.—K. Green, Drummond Rd., Skegness. [5489

1938 Chrysler Wimbledon saloon, nice condition; £295.—Jacquiet, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4073

CASS'S MOTOR MART.—1938 Chrysler 24hp Wimbledon de luxe saloon, superb condition, written guarantee.—5, Warren St., W.1. Euston 3525. [5909

£285 —1937 Chrysler 24hp Wimbledon de luxe saloon, black, hide interior, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6496. [5492

£395 .—27hp Chrysler model C7 4-door d.h. coupe, overdrive, knee action springing, etc.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [5521

£395 .—Chrysler Wimbledon de luxe saloon, 1937-8 series, most beautifully maintained bodywork, just completed major overhaul, including new engine with crankshaft reground, new bearings, rebored, new pistons, etc., etc., costing over £120; this vehicle is outstanding and a genuine bargain; 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5684

1938 Royal 28hp 4-door black saloon, original owner, (unused 13 years) 41,000 miles, opportunity, £545.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [5329

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [0667

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alps, Providence Court, Grosvenor Square. Mayfair-2941. [1605

AUTO SALES (LONDON), Ltd., Chrysler agents, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555 [0643

Chrysler Spares and Service

CHRYSLER official service agents

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists, repairs, spares, exchange engine service.—A. H. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2254

CITROEN

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE range of post-war Citroens is always maintained, only first class examples are offered; full details of current stock on request.—173, Westbourne Grove, Bayswater, W.11. Bay. 4274. [5763

DAGENHAM MOTORS, Ltd., offer the following car:

1950 Citroen Light 15 sun saloon, maroon, red hide, 5,900 miles.

56, Park Lane, W.1. Regent 4866. [4902

WORTHING MOTOR Co., Ltd., for Citroen sales and spares service.—Tel. Worthing 71. [5589

DROP head coupe Citroen 15, f.w.d., exceptionally smart in maroon and beige, very low built and mechanically sound; £395.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [5174

1947 (reg. Dec., 1946) 15hp Citroen saloon, black and beige, 32,000 miles; £725.—Woking Motors (Maybury Hill), Ltd., Woking 1929. [5547

CITROEN

H.W. MOTORS, Ltd. the Citroen specialists, offer:—

1950 Light 15 de luxe saloon, black/brown upholstery, 7,000 miles; perfect car; £1,250.

1949 Light 15 de luxe saloon, maroon/red upholstery, 9,000 miles, completely checked over and recommended, £1,125.

1947 Light 15 de luxe saloon, black/grey upholstery 25,000 miles, first-class order throughout, £675.

1947 (reg. 1946) Light 15 de luxe saloon, black/brown upholstery, 52,000 miles, exceptional order for mileage covered; £795.

THE above first-rate examples of the post-war Citroen have been carefully selected, thoroughly checked and are offered with the backing of our specialised Citroen service.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [4471

£245 .—1935 Citroen super modern 12 saloon, taxed, guaranteed; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [5958

GORDON CARS (LONDON), Ltd.—1948 Citroen 15hp saloon, maroon, low mileage, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5805

1940 Citroen Light 15, splendid condition, mechanically perfect, new tyres; £485.—Abbott, Doddington Ridge, Wellingborough, Northants. Tel. Wellingborough 2593. [5090

245 gns.—1935 Citroen 12.8hp f.w.d. 4-door de luxe saloon, bargain; ally trial.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5726

1950 Citroen Light 15 saloon, in black, maroon leather upholstery, one titled owner, mileage 10,000 odd; accept £1,225.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4835

£295 .—Citroen Super Modern 12hp saloon, 1936, f.w.d. front wheel drive, clean black coachwork with red leather, very good all round, mechanical order, much above average performance; fully guaranteed in Writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. See our full-page advert. in this issue (page 51). [5507

425 gns.—Citroen 15, 1938, roadster coupe, maroon red leather, twin carburettors, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5640

1940 Citroen 12 roadster, a most attractive and desirable car, in first class condition, colour black with red leather upholstery, engine overhauled by Citroen specialists in October, low mileage, excellent performance with low petrol consumption, one previous owner; £505.—Box 8878. [5274

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (London), Ltd.,

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

JOHN S. TRUSCOTT, Ltd., urgently require Citroens.

EXCEPTIONAL prices offered for low mileage, really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5765

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H.W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

A. FREEMAN, Ltd., Grosvenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester, 19. Tel. Rus. 2874-5. [0877

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service.—30, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0795

SOUTH of the Thames

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 5131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Carriage Garage, 29-30, Elvaston Mews, S. Kensington. S.W.7. Western 6974

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr all spares stocked. [1545

CORD

CORD saloon, America's super car in showroom condition, laid up throughout war, 59,000 miles; £450.—Advertiser, 150, Brompton Rd., S.W.3. Ken 4915. [5526

DAIMLER

BROWN'S for Daimlers.

1939 Daimler 2½-litre saloon de luxe, immaculate condition; £750.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5294

DAIMLER

WARWICK WRIGHT, Ltd., offer:—

1949 Daimler 2½-litre saloon, black, brown leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5552

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 36hp touring limousine by Freestone & Webb (1950), black and fawn with fawn leather, radio, heater, 2,000 miles, as new; £4,500.

DAIMLER 2½-litre saloon (1949), dual beige with red leather, radio, heater, most attractive and carefully maintained; £1,850.

DAIMLER 2½-litre coupe by Barker (1948), black with brown leather, radio, heater, excellent condition, £1,750.

DAIMLER 2½-litre saloon (1948), grey with blue leather, low mileage, chauffeur-kept, £1,650.

DAIMLER 2½-litre saloon (1946), blue with blue leather, outstanding appearance and performance, £1,525.

DAIMLER EL 24hp limousine (1939), black with leather throughout, well maintained, in most attractive condition; £325.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [5322

1948 Daimler 2½-litre foursome d.h. coupe, one owner; £1,750. Also

1937 Daimler E.20 sports saloon de luxe; £495.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5790

1935 model Daimler 15hp, very original, good tyres, taxed December; £295.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 5289. [5650

DAIMLER 15, 1934, reconditioned throughout 1950, bodywork excellent; best offer.—Bexleyheath 3649. [5519

£150 or nearest.—Daimler 15 saloon, 1933, good condition and appearance.—7, Radcliffe Rd., Croydon 1505. [5794

£145 .—Daimler 15 saloon, excellent condition, ready to go anywhere.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [4698

FOR sale, Daimler 20hp 1934, laid up all war, chauffeur driven, exceptional condition, body by Vanden Plas; best offer over £500.—Tel. Nailsworth 81. [5147

1949 Daimler 2½-litre saloon, 11,000 miles, fitted radio, beautiful condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5284

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 [0544

1937 Daimler Light 20 sports saloon, immaculate condition throughout, genuine mileage believed to be 44,000; will accept £495; part exchange welcomed.

RAMSEY SMITH (KINGSTON), Ltd., 5, High St., Kingston-on-Thames. Tel. Kingston 4036. [5321

DAIMLER 2½-litre saloon (1949, Aug.), genuine low mileage, green with green leather, one careful owner, as new.—Tice & Son, Ltd., 725, Wimborne Rd., Bournemouth. Winton 2000. [5125

1939 Daimler 18hp saloon, black, blue, good example, guaranteed; part exchange welcomed; £595.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643. [4947

1938 Daimler E.L.24 7-seater limousine, face forward occasional seats, black with fawn upholstery, excellent condition; £850.—Buying Dept., B.I.C.C. Ltd., Erith Works, Belvedere, Kent. Erith 5050. [5204

1940 Daimler, first reg. Sept., 1948, 4-litre sports saloon by Freestone and Webb, black, with beige leather, perfect; £1,175.—Gibsons Sports Cars (Kingston), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5397

OFFERS invited for 24hp type E.L.24 1938 7-seater Daimler car, with special coachbuilt Charlesworth saloon body, sunshine roof, immaculate condition, chauffeur driven, periodical servicing by Daimler, mileage 24,000, jacked up during war.—Apply Box 0014. [5707

£575 .—Daimler 7-seater Connaught limousine, one owner, chauffeur kept; this car is in such amazingly wonderful condition that it is beyond belief; exchanges and terms.—Swanmore Garage, 176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [5201

595 gns.—Daimler, 1939, 2½-litre de luxe 4-door saloon, black, sliding head, blue leather, pre-selector, good tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5615

DAIMLER 15hp 2-door sportsman's saloon, 1935 model, fitted Mulliner body, coachwork in exceptionally good condition, colour black, interior unmarked green leather, sliding head, chassis very sound mechanically, fitted 4 new tyres, sound battery, Ace disc wheels; this car is open to any severe trial and expert mechanical inspection, in fact, one of the lowest priced Daimlers in the North; £275.—Church St. Garage, Barrow-in-Furness. Tel. 485. [5823

LIMOUSINES 1937/38/39 24hp, partition, widest of occasionals, superlative condition, black, certified mechanically. Seen.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [5330

Daimler Cars Wanted

C.M.

THE CAR MART, Ltd., wish to purchase Daimler cars.—150 Park Lane W.1. Grosvenor 5434. [0959

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0952

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5574

POST-WAR 2½-litre Daimler wanted.—G. S. Hall, 152, Hinton Ave., Hounslow. Tel. Hounslow 7577. [5277

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. [5457

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition. Mayfair 5051. [5755

STRATSTONE, Ltd., wish to purchase Daimler cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [5574

LIMOUSINES modern 24hp. also 8-cyl-52, urgently required, cash waiting; details please:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [1606

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7561 [0236

GEAR boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe. Tel. Add. 2951. [0145

DAIMLER specialist for 38 years, guaranteed repairs and coachwork.—J. B. Taneourne, 30, Wilton Row, S.W.1. Sloane 4665. [0076

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-5.

DELAGE

DELAGE D6-75 sports 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, first registered October, 1958, whole car completely reconditioned, finished two colour grey, with blue leather upholstery, undoubtedly the finest car of this type available to-day.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. 5273-4. [5924

Delage Spares and Service

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Maj. 0267 [1099

SELBORNE (MAYFAIR), Ltd., sole Delage concessionaires for Gt. Britain, U.S.A., Brit. Empire; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0658

DELAHAYE

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [9629

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1037

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., sole Delahaye concessionaires for Gt. Britain, U.S.A., Brit. Empire; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

D.K.W.

225 gns.—D.K.W. August 1938, 7hp saloon, black and red carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041 [5616

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts; sleeved cylinder blocks, £10-10; both items on exchange basis plus packing, etc.; repairs and overhauls our specialty.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877 [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

DODGE 6-cyl. 7-seater saloon, l.h. steering, first reg. 1940, £450.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5789

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

FIAT

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [7004

1950 Fiat 1100 4-door pillarless sports saloon, beige, blue upholstery, 15,000 miles, works maintained since new.—Denham Service Station, Ltd. Tel. Denham 2266. [5965

1940 Fiat 500 full 4-seater, brown and stone, beige leather, exceptionally clean, excellent chassis and engine, low mileage; £340.—34, Percy Rd., Hampton, Molesey 4285. [5906

365 gns.—Fiat 500, 1939, de luxe convertible 4-seater saloon, mistletoe green, fawn leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

275 gns.—Fiat 500, 1937, convertible coupe, metallic green, red leather, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5614

£395—1939 Fiat 1100, long chassis, 4-door pillarless saloon, astounding performance, smart appearance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4712

1937 Fiat 1500 (German) cabriolet, maroon with beige hood, mileage 60,000 kilometres, left-hand drive, licenced to March, brakes relined and several recent replacements; £300.—Mrs. J. Davis, 2, End House, Rosemoor St., S.W.3. Ken. 1026. [5143

C. V. RUSHMER, The Fiat Specialist, presents an opportunity to acquire a post-war Fiat; 1948 Fiat 500 coupe, in showroom condition, latest modifications, low mileage, guaranteed; also 1940 500 coupe, completely reconditioned.—39, Holland Park, W.11. Park 5731. [5314

1940 Fiat 1500 Ranalah 4-5-seater, drophead coupe, in superlative condition, black, beige leather, mohair top, new mats, latest type front, four new tyres, Ekco radio, taxed; £675.—V. W. Derrington, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [4677

FIAT

MAYFAIR GARAGES, Ltd., for your Fiat, below.

MAYFAIR GARAGES, Ltd.—1938 1100 de luxe 4-door pillarless saloon, recellulosed blue with blue leather upholstery, painted head lamps, good tyres, extremely smart car in outstanding condition; £475.—Below.

MAYFAIR GARAGES, Ltd.—July, 1939 1500 de luxe pillarless 4-door l/h drive fixed head saloon, two-tone black and jade, new Bedford cord upholstery, very smart car in outstanding condition throughout; £425.—Below.

MAYFAIR GARAGES, Ltd.—September, 1939 500 de luxe full 4-air convertible saloon completely reconditioned and finished in two-tone grey with new hood, mats and trimmings to match, chassis and engine overhauled, very smart car with outstanding road performance; £545.—Below.

MAYFAIR GARAGES, Ltd.—September, 1939 (40 model) 500 model de luxe convertible coupe, two-tone black and mauve, extra side lamps and spot lamp, extremely smart car in outstanding mechanical condition; £375.—Below.

MAYFAIR GARAGES, Ltd.—Late 1938 special 500 sports 2-str., fully reconditioned coachwork finished in pale blue, full all-weather equipment with new hood, outstanding road performance, extremely smart sports car of the 500 class; £375.—Below.

MAYFAIR GARAGES Ltd.—September, 1939 500 de luxe convertible coupe, recellulosed all black, red leather upholstery, good tyres, well preserved car in excellent condition throughout; £555.—Below.

MAYFAIR GARAGES, Ltd.—Late 1938 500 de luxe convertible coupe, black with leather upholstery, very fair appearance and thoroughly sound mechanical condition throughout although not reconditioned; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 fixed head coupe, maroon with red leather upholstery, good tyres, well preserved appearance and in excellent condition throughout; £295.—Below.

MAYFAIR GARAGES, Ltd.—July, 1938 1500 4-door pillarless de luxe saloon, dark blue and black, leather upholstery, scrupulously maintained by previous owner regardless of expense, smart car with outstanding road performance; £495.—Below.

MAYFAIR GARAGES, Ltd.—All the above carry "three months' guarantee; 22 Fiats in stock.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive price list.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales, service repairs and renovations by skilled operators.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats., 9-12. [5738

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5581

MAYFAIR GARAGES, Ltd., sell more pre-war Fiats yearly than any firm in the country, so are always ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected Fiats for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, dynamos, dynamos, starters, radiators in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

C. & S. MOTORS, Ltd., offer:—

1938 Ford 8 black saloon, clean paintwork with red leather interior, economical performance; £279 cash or £89 deposit, balance payable by equal monthly rentals.

1937 Ford 8 popular saloon, clean, black cellulose and mechanical condition, but engine uses oil; £185 cash or £65 deposit, balance over 12 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [5286

ALLAN TAYLOR MOTORS, Ltd., offer:—

FORD Anglia saloon, 1946; £475.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [4192

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia saloon, black, green, 11,000 miles.

1947 Ford Anglia saloon, black, red, 13,000 miles.

56, Park Lane, W.1. Regent 4866. [4903

1950 Ford Anglia, black with red upholstery, immaculate condition; £650.—Below.

1947 Ford Anglia, except only nice condition; £475.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5310

C. A. PETO, Ltd.—Ford Anglia, black, 7,000 miles; £695.—42, North Audley St., W.1. Mayfair 5051. [5753

FORD (8 h.p.)

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Anglia saloon, black, radio.—Speedwell 0011. [5419

1950 Ford Anglia, beige, red leather upholstery, 9,000 miles; £650.—Baxfield, Wilmington, Nr. Honiton, Devon. [5128

1939 Ford 8 de luxe saloon, £325.—Johnston's Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [5718

1939 Ford 8 de luxe saloon, colour black, with maroon upholstery, loose covers to all seats, excellent runner; 329gns.

RAYMOND WAY, of Kilburn, Hire Purchase Specialist, has 200 good used cars under £400. Maida Vale 6044. [5696

£350—1939 Ford 8 sal., black, leather upholstery and trimmings, 5 very good tyres, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 3558-2619. [9194

£199—1937 Ford 8 saloon, black, excellent runner, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4707

1938 Ford 8 saloon, black, red leather, reconditioned engine; £285.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [4738

1600 miles; February, 1950 Ford Anglia saloon, beige.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5471

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

210 gns.—1937 Ford 8 saloon, good condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 7107, 8-9. [5727

£295—Ford 8hp new type saloon, 1939, in good all-round mechanical condition, excellent tyres, new battery, Lucas spot lamp, etc.; genuine opportunity.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. See our full-page advert. in this issue (page 51).

1939 Ford 8 saloon de luxe, black with blue interior, body exceedingly well preserved, good tyres all round, paint in beautiful condition, fitted works reconditioned engine on 26.2.51; £545.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [5603

325 gns.—Ford 8 1936 de luxe saloon, blue, reconditioned engine, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5617

Ford Eight Cars Wanted

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

POST-WAR Ford 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0643

CASH buyers of low mileage Ford 8s, distance no object.—Hattons Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Ford 8 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041.

1939-1949 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY the hire-purchase specialists are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0640

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect saloon, colour black, leather upholstery 10,000 miles, t.f.s.; £795.

1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage, 11,000; £775.

1949 Ford Prefect saloon, colour beige, cloth upholstery; £750.

1948 Ford Prefect saloon, colour green, cloth upholstery, mileage 13,000; £655.

1947 Ford Prefect saloon, colour grey, cloth upholstery; £625.

1946 Ford Prefect saloon colour metallic blue, red leather upholstery, £600.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [3535

CAR MART, Ltd.

1949-50 Ford Prefect saloon, 2,000 miles; £680.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

BROWN'S for Fords.

1946 (October) Ford 10hp Prefect saloon, excellent condition; £565.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4435

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

DICKS CAR SALES offer:—

1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [5893

ALLAN TAYLOR MOTORS, Ltd., offer:—

CHOICE of 4 Prefects from £650 to £795.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [4191

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Ford Prefect saloon, 2,500 miles, one owner.

H. A. SAUNDERS, Ltd.—1949 Ford Prefect saloon, 13,000 miles.—Speedwell 0011. [5416

FORD Prefect, 1940, unblemished body; £415.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. 30 others. [5091

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

ELITE MOTORS offer:—

1947 Ford Prefect 4-door saloon, black with red leather interior, speedometer reading 19,000 miles, in immaculate condition throughout; £635.

1948 (June) Ford Prefect 4-door saloon, black with green leather interior, speedometer reading 28,000 miles, fitted with reconditioned engine unit; an exceptionally well maintained vehicle fitted with 4 new tyres and spot lamp; £675.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [5928

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect saloon, black, brown hide, 1,300 miles.

1949 Ford Prefect saloon, black, hide, 5,000 miles.

1949 Ford Prefect saloon, green, hide, 7,000 miles.

1949 Ford Prefect saloon black, hide, 8,000 miles.

1949 Ford Prefect saloon, green, hide, 9,000 miles.

1948 Ford Prefect saloon, black, 15,000 miles.

1948 Ford Prefect saloon, dark green, hide, 20,000 miles.

(A SELECTION from our comprehensive stock.)

56. Park Lane, W.1. Regent 4866. [4904

1948 Ford 10 Prefect saloon, black, fitted with loose covers, fog lamp, etc., 13,000 miles; £675.

1949 Ford 10 Prefect saloon, green with fawn cloth upholstery, 700 miles; £815.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yards north of Tally Ho! Corner.) Hillside 0024. [5076

1935 Ford 10hp 4-door saloon; £195.—Johnston's Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [5719

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

L. F. DOVE offer 1939 Ford Prefect, above average condition, new engine; £390.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [4760

1949 Ford 10 Prefect saloon, one owner, low mileage, maintained by us from new, superb condition, guaranteed; £750.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5179

CYRIL SHEPPARD offers late 1949 Ford Prefect, green with brown leather, 5,000 miles; £795.—102, Kings Rd., Reading 2712. [5973

325gns.—Ford 10, June 1938, 4-door saloon, black, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

365gns.—Ford Prefect 1939 model 10hp saloon, black, sliding head, grey leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5634

1947 Ford Prefect 4-door saloon, in splendid condition; £550.—Johnston's Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [5723

1948 (March) Ford Prefect de luxe saloon, black, with fawn cloth interior, loose covers fitted since new, one owner, in excellent condition; £675.

1950 Ford Prefect de luxe saloon, black, with red leather upholstery, genuine 1,600 miles only, as new throughout; £645.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [5695

3700 miles.—1949 (Oct.) Ford Prefect saloon, black, green leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5836

£215—Ford 10hp saloon, 1936, 2-door model, original black finish, a very good runner indeed, excellent tyres, new battery, fitted spotlamp.—See below.

£295—Ford 10hp 4-seater special sports tourer, 1938, new type model, clean, dark blue coachwork, good hood and screens, several special features, Bluemels Brooklands steering wheel, almost new Dunlop tyres, special opportunity.

CAMDEN MOTORS Lake St., Leighton Buzzard, Beds Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. See our full-page advert. in this issue (page 51). [5512

1949 Ford 10 Prefect, black leather upholstery, low mileage, one owner, as new throughout; £795.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9351

1946 Ford 10 Prefect, leather, very good order throughout, £575; 1940 Ford Prefect saloon, 4-door, leather, £450; and 1939 Prefect 4-door, leather, sun roof, £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4770

1949 Ford Prefect, low mileage, beige, literally unmarked, taxed year, £785; another, 1949 Ford Utilicon, mileage 14,000, one owner, spare unused, immaculate condition, £735.

R. S. MEAD (SALES), Ltd., 42, Queen Street, Maidenhead. Tel. Maidenhead 2642. [5971

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 2 free after-sales service.

1948 Ford Prefect, one owner, fitted radio, stabilisers and discs, loose covers, in immaculate condition throughout; £655.

CEDARS GARAGE, Lee Terrace, Lewisham. Lee Green 2920. [5960

WALTER SCOTT, Ltd.—1949 (Nov.) Ford Prefect, black, 7,000 miles, extras unmarked, one owner; £750; choice of three.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [9830

1949 (May) Ford 10hp Prefect saloon, black, brown leather upholstery, 11,000 miles, immaculate throughout; £795.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. Vig. 1121. [6026

FORD Prefect, beige, registered Sept., 1949, genuine 3,800 miles; leather upholstery with loose covers, maintained by Ford agent, radio, taxed for year, in first-class condition; seen West country; £775.—Box 0018. [5702

FORD (10 h.p.)

1950 Prefect, beige with brown leather, fitted Nu-way mats K-L, heater, high-grade loose covers, Trico windshield washer, 2-tone Vaccum horn, mileage 7,000 superb condition; £885.—Ganson Bros., Ltd., Lerwick. Tel. 11. [5528

1949 (March) Ford 10 Prefect saloon, black, fawn, interior, fog lamp, one owner appearance practically indistinguishable new; written guarantee; £765; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5564

NAYLOR & ROOT, Ltd.—1948 Ford 10 Prefect saloon, black, brown leather, low mileage, really exceptional condition throughout, any trial; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open each week-day, including Saturday. [5439

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St (Hampstead Tube) Ham. 6041 [0935

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0730

CASH buyers of low mileage Ford 10s, distance no object.—Hattons Lord St. Southport Tel 2268

1949 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [5217

MARSTON MOTOR Co., Ltd., for your Ford 10, ie, Sta. 8000. Seven Sisters Rd. Tottenham N.15

1950 or near Ford Prefect wanted.—McDonnell, 12 Brambledown Rd., Wallington, Surrey 6397. [2093

1939-1949 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0861

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, colour black, brown leather, Pye radio, mileage 15,000; £950.

1939 (registered 28/12/38) Ford 91A saloon, colour red, cloth upholstery, loose covers, fitted with many extras, reconditioned engine fitted 1949, first-class condition; £650.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1661

MONTROE MOTORS offer:—

1936 Ford V.8 30hp, leather, excellent condition; £265.

1937 Ford V.8 30hp, grey, excellent condition; £325.

1937 Ford V.8 22hp, grey; £295.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [5963

SIMPSON'S MOTORS offer:—

1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 3903. [4795

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Pilot saloon, black, 13,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5854

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Pilot saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5555

ALLAN TAYLOR MOTORS, Ltd., offer:—

FORD Pilot saloon, December, 1948; £1,075.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [4193

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 American Ford Customs Eight saloon, colour grey, fitted overdrive, 5,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [4456

1939 Ford model 91A 4-door saloon, well maintained; £550.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5787

FORD Pilot, 1949 model, 16,000 miles, radio, heater; £975.—Amb. 6472 or Ric. 1857 [5253

1949 American V.8 Ford saloon, radio, heater, overdrive, loose covers, etc., beautiful condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5282

PERFORMANCE CARS.—The Sports Car Specialists, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee: 1937 Ford V.8 30hp drop head foursome, £325; 1939 Ford V.8 22hp saloon, £325; 1936 Ford V.8 30hp roadster de luxe, £185; 1936 Ford V.8 30hp saloon de luxe, Columbia dual ratio back axle, £185.—See also under Riley and Sports Cars. [2845

1949 Ford, Canadian, 32hp Custom 4-door V.8 saloon, right-hand drive, green, 13,000 miles; extras include Whitewall tyres, Ford heater and demister, leather upholstery (as new), English sunk self-cancelling trafficators, American blinker trafficators, Prestart lubricator, centre radiator pass light, clock, electric petrol lock, 2 sealed beam amber fog lights, automatic reversing light, 2 courtesy lights, engine and rear locker lights, 18-19 miles per gallon; £1,800 or near offer.—Arnold, 78, High Rd., Balham, London. Tel. Tulse Hill 2495. [4196

Ford V.8 Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Ford Pilots.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5767

AUTOWORK (WINCHESTER), Ltd., must have Ford Pilots.—Station Hill, Winchester. [5218

SIMPSONS MOTORS (WEMBLEY), Ltd., urgently require all model Ford V 8s. Wembley 3903. [0668

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0938

UTILITY—FORD OR OTHER BODIES

THE MALL HOUSE MOTOR Co. offer:—

1938 Ford utility, £365; exchanges, hire purchase.—117, High St. Wanstead, E.11. Tel. Wanstead 8337. [3954

1939/40 Ford V.8 22hp 6/7-seater utility, good order throughout, also Bradford utility.—Autowork (Winchester), Ltd. Tel. Winchester 4434/5406. [5208

275gns.—Ford V.8 1937 (registered 1938) 30hp 8-seater Utility, grained timber body, glass all round removable rear seats, very good condition; terms, exchanges.—Rowland Smith, below.

395gns.—Ford V.8, registered 1946, 33hp Canadian 6-seater 4-door Utility, grained timber body, silver grey bonnet and wings, removable rear seat, drop tail board, sliding glass windows, steering column gear change, very good condition; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5646

SUPER Ford Mercury shooting brakes, 7-seater utility, £10 tax for immediate sale, latest chrome front, choice of three from £595; a few other utilities in stock from 8hp, exchanges, terms.—Jack Stone & Son, 221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5 and 2276-7. [4339

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466 [0040

ROWLAND SMITH'S the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3 [0376

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041 [0938

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0823

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5575

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5459

LOW mileage Ford cars wanted.—R. S. Currie & Co., Ltd., 105 Westbourne Grove, Bayswater, W.2. Bayswater 0085. [4725

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5190

LUTON MOTOR Co. Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 5713 [0042

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd. 405-9, King St., W.6. Riv. 3665. [0231

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147 [0383

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Stabilizer Products, Ltd., Station Parade, Cricklewood N.W.2 Gladstone 0570. [0281

FRAZER NASH

FRASER NASH 1932 Colmore 3-4-seater, Meadows 4 e.d. deflector engine, 40lb when hot, new hood and Lucas battery, good sidescreens, fine performance, 50mph in second, needs respray, fitted oil cooler and Zeiss bi-focal headlights; £185; also 1927 Arrol-Johnson 7-seater, in running order; £15.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5850

Frazer Nash Cars Wanted

ROWLAND SMITH'S the Frazer Nash buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

325gns.—Frazer Nash-B.M.W. 1937, 2-litre type 45 foursome drop head cabriolet, light tan, red leather, very good condition; taxed, terms, exchanges.—Rowland Smith, below.

225gns.—Frazer Nash-B.M.W. November, 1937, 2-litre type 45 saloon, maroon, maroon leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5620

FRAZER NASH-B.M.W. drop head coupe, excellent condition throughout, all spares and reconditioned engines ready for immediate fitting to all models by specially trained personnel at Anthony Crook Motors, Ltd. Caterham Hill Surrey. Tel. Caterham 2232-3. [5595

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH-B.M.W.

TANKARD & SMITH, Ltd., offer 1938 Frazer Nash-B.M.W. type 320 2-door sports saloon in black with grey cloth upholstery, very clean car with good lines, amazing performance; £525; three months' written guarantee. Also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-3. [5181

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT'S are very interested buyers Frazer Nash-B.M.W.—27a, Pembridge Villas, W.11. Bayswater 0523. [5769

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties; demonstration, early delivery latest models; catalogues and details on request.

1950 Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, many extras; B.M.T.A. permission to sell.

1949 Healey Sportsmobile drop head 4-seater coupe, silver grey, trimmed blue and grey leather, fitted radio, spotless condition.

1949 Healey Elliot saloon, light green, beige leather, small mileage, immaculate throughout.

103 New Bond St., London, W.1. Mayfair 8351/6. [5363

GUY SALMON AUTOMOBILES Ltd., offer:—

1949 Healey Duncan drop head foursome coupe, genuine 13,000 miles; £1,595.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3. [8565

CHIPSTEAD MOTORS, Ltd. See our advertisment under Sports Cars. [5653A

HEALEY Silverstone, new and unregistered, immediate delivery at list price.

HEALEY Duncan saloon, October, 1949, one owner, 9,000 miles, finished black with beige interior.

HEALEY Tickford; this world famed chassis will shortly be available with the renowned 4-seater saloon body by Tickford as shown at Earls Court; early delivery; details on request.

BROWN & WHITE (LEEDS), Ltd., 98, Roundhay Rd., Leeds, 7. Tel. 43405. [5103

1950 Healey Silverstone 2-seater, just out of covenant; an ideal car for road use or sports car racing.—Anthony Crook, Caterham Hill, Surrey. Tel. Caterham 2232. [5596

HEALEY Silverstone 2-seater, just out of covenant, colour red with black upholstery, fitted with additional petrol pump, rev counter, full tonneau, mileage 7,000, specially tuned car; £1,250.—15, Haig Rd., Cambridge. [5594

STANDARD Healey saloon, Elliot coachwork, September, 1948; pale blue with blue upholstery, radio, many extras, low mileage and condition as new; £1,425 with full guarantee.—H. G. Doods, Ltd., Riley House, Lodge Rd., Southampton 55718. [6012

1951 Healey 2.4-litre Abbott drop head coupe, finished in cream with red interior, mileage 2,000, fitted with H.M.V. radio, also heater, new unlicensed Healey 4-seater roadster, finished in silver grey, subject to B.M.T.A. covenant being signed.—Arthur Bassett, Ltd., Greenfield St., Swansea. Tel. 55132-3. [5393

Healey Cars Wanted

BARTLETT.—Healey saloon tourer or Silverstone models wanted.—27a, Pembridge Villas, W.11. Bayswater 0523. [5771

HILLMAN 10

CAR MART, Ltd.

1949/50 Hillman Minx Phase IV saloon, 5,000 miles; £1,045.

1949 Hillman Minx Phase III saloon, 4,000 miles; £995.

1948/49 Hillman Minx Phase II coupe, 14,000 miles; £795.

1947 Hillman Minx saloon, 12,000 miles; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5886

OVERSEAS CARS, Ltd.

1948 Hillman Minx drop head coupe, black; £750.

1947 Hillman Minx drop head coupe, black; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5353

BROWN'S for Hillmans.

1942 Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughton (Essex) 4119 (Tube) [4783

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx latest model saloon, black, brown leather, 11,000 miles.

1949 Hillman Minx 10hp saloon, pastel green, brown leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5554

KENTISH & THOMSON, Ltd., offer:—

1950 Hillman Minx saloon, black, heater, genuine 2,000 miles, unmarked throughout; £1,025.

564—566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [5923

WADDINGTON MOTORS, Ltd., offer:—

1948 Hillman Minx Phase II saloon, as new; £775 Fortune Green Road, N.W.6 Ham 2211. [3477

1948 Hillman Minx Phase II saloon, low mileage, as new; £785

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362 [3606

1939 Hillman Minx saloon, overhauled completely; £365 or offer.—Below.

1939 Hillman Minx saloon, all new tyres; £325 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [5352

H. A. SAUNDERS, Ltd.—1948 Hillman Minx Phase II saloon, one owner.—Below.

H. A. SAUNDERS, Ltd.—1949 Hillman Minx saloon, Phase II, green.—Below.

H. A. SAUNDERS, Ltd.—1949 Hillman Minx Phase III saloon, black.—Speedwell 0011. [5414

1947 Hillman Minx, black and brown, excellent order; £575.—Haskins, Ladbroke 1155. [3507

HILLMAN 10

1948 Hillman Minx estate coach, grey with brown upholstery, 16,000 miles; £775.

1948 Hillman Minx Phase II saloon, fawn with red loose covers, 16,000 miles; £795.

1950 Hillman Minx Phase IV saloon, blue with blue leather interior, 2,000 miles; £1,045.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley. (100 yards north of Tally Ho! Corner.) Hillside 0024. [5075

GORDON CARS (LONDON), Ltd.—1949 Hillman Phase III saloon, green, 17,000 miles.—Below.

GORDON CARS (LONDON) Ltd.—1948 Hillman Phase II saloon, fawn, splendid condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [5808

1949 Hillman Phase IV, finished in dove grey with red hide upholstery; £985; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [5781

HILLMAN 10hp 4-door 1939 saloon, guaranteed sound; £375.—Deroy Motor Co., 125, Woods Lane, Derby. Tel. 2349. [5092

1939 Hillman 10 saloon, exceptional, guaranteed; £520, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [4730

1950 (Feb.) Hillman Minx IV saloon, black/brown leather, radio and heater, spotless condition, 8,000 miles; £995.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5584

1948 Hillman Minx drop head coupe, fitted H.M.V. radio, etc., one careful owner, taxed; £760.—Ham. 2147. [4516

1949 Hillman Minx saloon, Phase III, mist green, unblemished, one owner, loose covers, any trial; £850.—Pinner 4607. [5836

£425.—Hillman drop head coupe, 1939, new hood, interior really exceptional, excellent mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yards Holland Park Tube). [5119

C. A. PETO, Ltd.—1948 Hillman Minx P. II saloon, black, one owner, 12,000 miles; £800.—42, North Audley St., W.1. Mayfair 3051. [5754

HILLMAN Minx drop head coupe, Phase II, first registered 10/1/49, 7,000, as new; £800.—4, Essex Rd., London, N.1. Canonbury 3496. [5532

1938 Hillman Minx drop head coupe, in excellent condition; £375.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5977

150gns.—1934 Hillman 10 saloon; hire purchase terms and exchanges.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [5986

1947 (May) Minx saloon, black, small mileage, well kept; £665; taxed.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5981

1948 Hillman Minx drop head 4-seater coupe, blue/blue leather upholstery, 7,000 miles only.—Denham Service Station, Ltd. Tel. Denham 2266. [5964

1950 Hillman Minx Mark 4, covenant free March 1st, over £100 extras; £1,040.—Meggett, Cherry Pit Lane, Beoley, Redditch, Worcestershire. [5828

1949 Phase III Minx saloon, immaculate condition throughout, 6,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5283

5700 miles.—1950 (Jan.) Hillman Mark IV saloon, black, red leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5845

1947 Hillman Minx coupe, 10,000 miles, blue, blue leather, immaculate condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5160

1949 Hillman Minx, Phase III, low mileage, very good condition; £895.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham 2221. Mai. 4627 [2908

375gns.—1939 Hillman Minx 4-door de luxe saloon, excellent condition.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [5728

1948 Phase II Hillman Minx coupe, black with brown upholstery, very clean; accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9275

1949 Hillman Minx Phase III saloon, fawn with red leather upholstery, 14,000 miles; £879.—Distributors (Rawlence), Ltd., Blindley Heath, nr. Lingfield. Tel. Lingfield 330. [6006

1948 Hillman Minx saloon, Phase II, speedometer 14,000, excellent condition throughout, £775; also 1946 Hillman Minx saloon, low mileage, many extras including radio, £615.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5686

1938 Hillman Minx 10hp saloon, black and blue, tyres and mats almost new, no corrosion, very exceptional throughout, taxed; £345.—348, King St., Hammersmith. Riverside 2837-8. [4741

1939 Hillman Minx 10hp drop head coupe, black/brown, low mileage, extremely well preserved, guaranteed; £398.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643. [5943

HAMILTON MOTORS (LONDON), Ltd., offer: 1946 Hillman Minx, black with brown leather, 19,000 miles, in first-class condition throughout.—466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [5734

1939 Hillman Minx sliding head saloon, mechanically reconditioned, bodywork resprayed black, new carpets and lining, bumpers, etc., rechromed; £395.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5711

1938 Hillman Minx drop head coupe, black with red leather, reconditioned engine, magnificent performance, excellent condition and appearance, any inspection invited; available Camberley; best offer over £350 secures.—Box 0057. [5488

SCARCE model.—1948 (September) Hillman Minx Phase II drop head 4-seater coupe, steering column gear change, spot lamp, fawn with blue leather, absolutely immaculate, delightful performance; written guarantee; £775; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5567

HILLMAN 10

495gns.—Hillman Minx (June, 1944) 10hp de luxe 4-door saloon, black, sliding head, radio, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5629

1948 Hillman Minx Phase II de luxe saloon, grey, blue interior, 15,000 miles, one owner, several extras, specimen condition throughout; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, London, W.11. Bay. 4274. [5761

£565.—1946 model Hillman 10hp saloon de luxe, registered September, 1945, in excellent all round condition, late property of suburban practitioner, carefully and regularly serviced and maintained, delivery of new Mark IV Minx reason for sale, outstanding value.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). For further selection of Hillmans see our full page advert in this issue. Write for post-free catalogue; hire purchase, part-exchanges; free delivery; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. [5513

£495.—Hillman Minx de luxe saloon, finished smoke grey and blue interior; this vehicle is identical with 1947 model and looks and runs like one costing over £600; anyone looking at this vehicle would possibly believe it to be pre-war, really looks like brand new and in exceedingly exceptional condition; 3 months' guarantee; hire purchase, exchanges.

LAMB'S of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5677

HILLMAN 14

1939 Hillman 14hp saloon, in good condition throughout; £495.—Kingston Garage, Anlaby, nr. Hull. Tel. 42136. [5651

CASS'S MOTOR MART.—1939 Hillman 14 saloon, just recellulosed black, excellent, written guarantee.—5, Warren St., W.1. Euston 4115. [5913

1939 Hillman 14 de luxe saloon, one owner, in immaculate condition throughout, unrepeatable offer; £450; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [4943

HILLMAN 21

1938 Hillman Hawk 21hp 5-seater 4-door drop head coupe, completely reconditioned throughout, recellulosed, new tyres as new, £10 tax; £395 or £130 deposit, balance 1-2 years; exchanges, terms.—Jack Stone & Son, 221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5 and 2276-7. [5942

LIMOUSINE Deluxe 1938 21hp, partition, widest occasionals, meticulously maintained, private, certified mechanically. £695.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [5331

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TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0371

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ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941

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ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0106

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5582

CASH buyers of low mileage Hillman Minxes; distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

ALBONS of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1288. [0438

WE are cash buyers of all Hillman post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [0139

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0352

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ROBERT CHIDLEY, Ltd. (Main Dealers), 658, High Rd., Tottenham, N.17. Tel. Tottenham 2920. Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, workshop, breakdown service and information available. [0166

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HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge S.E.13. Lee Green 6254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6 Frederick Place, Brighton. Brighton 21147. [0587

HISPANO-SUIZA

SIMMONS OF CROYDON (Croydon 1537).

HISPANO-SUIZA, 37.2hp, first registered this country 1949, £10 tax, fully convertible 3 ways, drop head to completely open tourer, 8-seater, in superb original condition throughout having been maintained literally regardless of expense, recently completed £80 overhaul and having been rewired throughout at an additional cost of £33; the six tyres are extremely good as is every other refinement of this unparalleled example of class engineering, which must rate as one of the world's finest vintage specimens; £385.

HISPANO-SUIZA Boulogne 45hp ex-Peter Ustinov 5-seater saloon, in really excellent all round condition, having a scintillatingly brilliant performance and having been recently tuned by Hispano expert, this chassis carriage is second to none in existence; £165.

SIMMONS, of Croydon, 101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [4683

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd. Croydon Cro. 1742. [9892

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1939 Hotchkiss 3½-litre Paris-Nice drop head, one owner.

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CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

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HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

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HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for immediate delivery.

1947 (June) H.R.G. 1100 2-seater sports, 21,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009

ROSE & YOUNG, Ltd., offer: 1948 H.R.G. 1500 sports 2-seater, exceptional condition, small mileage; £765.—65-69, Sernhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5888

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CHARLES FOLLETT, Ltd., have a large stock of spares.

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SPARE parts.

SERVICE: 12 Wellesley Ave. W.6. Riv. 1413. [0594

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JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage £1,575.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd. South Kensington (next to Michelins). Ken. 4858

1938 Hudson 22hp saloon, exceptionally fine condition throughout; £450 or terms.—Robin Wood Motor Works, Crystal Palace, S.E.19. Sydenham 6500. [4404

295gns.—Hudson Six (Oct., 1937) 22hp de luxe 4-door saloon, black, fawn cloth upholstery, two spare wheels, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5618

£565.—Hudson 22hp fitted special sports saloon, bodywork by Coachcraft for Hudson Motors most impressive and beautiful looking with really luxurious upholstery, smooth, silent, powerful and economical; this car looks and runs like a £1,200 motor car and no one could possibly imagine this car is 12 years old.—Below.

£525.—Hudson 22hp full 5-seater drop head coupe most impressive and immaculate, recently fitted reconditioned engine, excellent tyres, immaculate grey cellulose and red leather, really beautiful, smart car and literally looks worth £1,000 and nice enough to suit a fastidious film star; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6221. [5682

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SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson. Wembley 3903. [0961

CASH immediately for good Hudson.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5550

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0563

HUMBER

1949 Humber Super Snipe, grey, grey leather; £1,525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5548

HUMBER

CAR MART, Ltd.

1948-9 Humber Hawk saloon, heater, 12,000 miles; £1,165.

1949 Humber Super Snipe saloon, heater, 12,000 miles; £1,520.

1946 Humber Pullman 7-seater limousine, heater, 6 months guarantee; £1,070.

1948 Humber Super Snipe saloon, radio, heater, 9,000 miles; £1,325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5878

SIMPSON'S MOTORS offer:—

1946 (late) Humber Super Snipe, radio, heater, moderate mileage, very nice car.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [3560

BROOKLANDS for individuality.

1947 Humber Super Snipe saloon, maroon, leather and cloth upholstery, fitted loose covers, speedometer reading 9,000 miles.

103, New Bond St., London, W.1. Mayfair 8351/6. [5364

CHARLES FOLLETT, Ltd., offer:—

1948 Humber Super Snipe saloon, gunmetal, 22,000 miles, checked over and guaranteed, excellent order; £1,175.

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SERVICE, Works and Stores, 12, Wellesley Ave., W.6, Riv. 1413. [5404

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Pullman 27hp limousine, black, leather and cloth, 18,000 miles.

1950 Humber Imperial 27hp saloon (occasional seats), maroon, beige leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5555

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Humber Hawk, 1,900 miles, satin bronze, red leather; £1,585.—Portsmouth Rd., Thames Ditotn. Emberbrook 5551-2-3. [4719

1948 Humber Hawk saloon, black, with fawn interior, heater, 17,000 miles; £995.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5072

GORDON CARS (LONDON), Ltd.—1949/50 Humber Super Snipe saloon, green, as new.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black, 14,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Humber Super Snipe saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5807

GOLDERS GREEN.—H. A. Saunders, Ltd.—1948 Humber Snipe s.r. saloon black/brown, one owner.—Below.

H. A. SAUNDERS, Ltd.—1937 Humber 21hp saloon.—Speedwell 0011. [5422

1949 Humber Super Snipe, finished in black with brown hide upholstery, 13,000 miles; £1,475; terms, exchanges.

MASON BROTHERS (Motor Showroms), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [5780

£495.—Humber Imperial 27hp saloon, beautiful coachwork in black, with beige leather, completely overhauled, good tyres, 1939 series.

WADCOL MOTORS, 150-6, West End Lane, N.W.6, Hampstead 1177. [5175

1949 Humber Super Snipe, black, radio, heater, 10,000 miles; £1,525.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [5484

1950 model Humber Super Snipe foursome coupe by Tickford, met. grey, 9,000 miles; £1,995.—Jack Olding, North Audley St., W.1. Mayfair 5242. [5748

1949 Humber Super Snipe (grey), perfectly maintained, heater; £1,525.—H. N. C.-B., Winchcombe Abbey, Winchcombe, Glos. Tel. 128. [4253

1937 Humber Snipe, very low mileage, this car is in perfect condition; reason for sale, room wanted; £350.—C. L. Caudrey, Little Chalfont. Tel. 2027. [5822

1949 Humber Pullman limousine, black, first regd. October, 1949, fitted with radio and heater at an extra cost of £100, very carefully used, in perfect condition; £1,650.

HERBERT ROBINSON, Ltd., 2, Regent St., Cambridge. Tel. 4461. [5922

1946 (Oct.) black Humber Hawk, all hide upholstery, immaculate condition, maintained in works garage, 1 owner; 825gns; view by appointment.—Tel. Bookham 86 after 7 p.m. [6009

425gns.—1939 Humber Super Snipe 4-door de luxe saloon, in really excellent condition, taxed.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5729

1949 (Aug.) Humber Hawk saloon Mark 3, pastel green, brown leather, sliding roof, one owner, 9,000 miles only, the whole car in superb condition; £1,450; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, nr. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5115

650gns.—1940 Humber 16.9hp de luxe saloon, black, leather upholstery, reconditioned engine, exceptional condition throughout; £230; deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2 Tulse Hill 3211. [3787

MAGNIFICENT 1936 27hp Humber Snipe, full 5-seater saloon, blue, blue leather, 1 careful owner only since new; price £475; would take small car as part payment, or arrange terms; private sale.—Write Shrublands, 4, Hillside Rd., Norwich. [5392

£650.—1940 Humber 16 de luxe saloon, in immaculate original condition throughout, first registered 1946 and maintained regardless of cost, similar to 1948 model large luggage boot at rear.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground Tel. Macaulay 5762 and Mac. 2873. [2589

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A & S. Display exceptional range modern Humbers, certified mechanically, reasonable cost.

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1949 Limousine (phase-II) partition, widest occasionals, black, small mileage, delightful condition. £1625. Seen:—

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MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

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ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5586

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0750

POST-WAR Humber required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0844

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5456

GENTLEMAN requires 1949 or 1950 Super Snipe, low mileage essential, black; good price offered.—Walters, The Friary, Lichfield. Tel. 3421. [5104

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

Humber Spares and Service

GEAR boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe. Tel. Add. 2931. [0730

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert. under Parts & Accessories. [3598

ENGINES and gear boxes, reconditioned exchange units 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 30837. [0345

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FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

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CAR MART, Ltd.

1947 Jaguar 3½-litre saloon, radio, 10,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5881

BROWN'S for Jaguars.

1939 Jaguar 1½-litre saloon de luxe, immaculate condition; £575.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3479

BOON & PORTER, Ltd.

1947 Jaguar 3½-litre saloon, black with brown leather upholstery, H.M.V. radio, heater; £1,150.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5398

TOM GARNER, Ltd., offer:—

1949 Jaguar 1½-litre special equipment saloon, suede green with green leather, radio, discs, etc., 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4351

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DICKS CAR SALES offer:—

1938 S.S. 100 3½-litre 2-seater, highly tuned, enthusiast's car; £525.—Below.

1937 S.S. 100 2½-litre 2-seater, very fast, special body; £475.

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9 [2814

CHARLES FOLLETT, Ltd., offer:—

1950 (Feb.) Jaguar Mk. V 3½-litre saloon, black, brown hide, 1 owner, 14,000 miles, as new throughout; £1,875.

18, Berkeley Street, W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv 1413. [5405

WANSTEAD MOTORS, Ltd., offer:—

1948 (Sept.) 3½-litre Jaguar drop head coupe, 20,000 miles, exceptional condition; £1,275.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11 Wanstead 1 00 [2566

MANN EGERTON & Co., Ltd., offer:—

1949 Jaguar Mk. V saloon, metallic grey, red leather upholstery, 8,000 miles.

14, Berkeley St., London, W.1. Regent 2073. [5399

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 (September) Jaguar 2½-litre saloon, colour black fitted radio, heater and discs, 17,000 miles, new tyres; £1,195.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. [illegible] [[illegible]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Mark V Jaguar, black and beige leather, radio, 8,000 miles; £1,975.

1948 3½-litre Jaguar drop head coupe, black with brown leather, 10,000 miles; £1,355.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4958

ACE SERVICE STATION (LONDON), Ltd., offer:—

1946 Jaguar 3½-litre saloon, black, 37,000 miles; £825.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5667

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee, the following:—

1939 1½-litre Jaguar drop head coupe, good condition throughout; £575. [5541

GOLDERS GREEN. H. A. Saunders, Ltd.—1948 model Jaguar saloon, special series, grey/grey.—Below.

H. A. SAUNDERS, Ltd.—1947 Jaguar 1½-litre saloon, black.—Speedwell 0011. [5423

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mark V saloon, black, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black/red leather, particularly attractive.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 2½-litre saloon, grey, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, black, splendid order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5810

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348

1947 1½-litre Jaguar saloon, very good condition; £800.—Beardmore, 26, Queensway, W.2. Bayswater 0156. [5605

JAGUAR S.S.100 2½-litre, 1937, immaculate, very low mileage; £475.—Tel. Altrincham 4627/Manchester Central 6896. [5530

435 gns.—1939 model Jaguar 2½-litre saloon, superb condition.—Autoships, 5, Balham High Rd., Balham 1509 [5676

1937 2½-litre Jaguar saloon, black, red leather; £295.—Little Orchard, Ormonde Rd., Horsell. Woking 3023. [5999

CAMDEN MOTORS.—Jaguar—twenty Jaguars actually in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Jaguar—see our full page advert. in this issue. Page No. 51.

CAMDEN MOTORS.—Jaguar Specialists, Lake Street, Leighton Buzzard, Beds. Tel 2041 (5 lines). [5502

1947 Jaguar 1½-litre special saloon, black, fawn upholstery, 20,000 miles, one owner, perfect order; offers.—Box 0016. [5664

1938 3½-litre Jaguar saloon, beige, first-class order throughout; £435.—Grove Motors, North Rd., Southall 3477. [5320

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1939 Jaguar drop head, 3,500 miles since overhaul, new carpets, owner leaving country immediately; £500.— Fla. 4463. [5533

LATE type Jaguar S.S.100 2-seater, superb car throughout; £465.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [5604

1947 1½-litre Jaguar, spec. equip., black/brown leather, 29,000 miles; £925.—Jack Olding, North Audley St., W.1. Mayfair 5242. [5747

1950 Jaguar Mk. V 3½-litre saloon, radio, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5470

1949 (Nov.) Mark V Jaguar 2½-litre saloon, 8,000 miles, grey with blue leather.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5212

1940 1½-litre Jaguar saloon, black, unusually fine condition throughout.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [5954

1939 Jaguar 1½-litre saloon excellent order throughout; £575.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [4439

JAGUAR 1937 2½-litre, good tyres, new battery, mechanically good, body excellent, new carpets; £425.—Tel. New X 3003, after 7.30 p.m. Gip: 4773. [5245

1947 (Aug.) Jaguar 3½-litre saloon, black/brown leather, radio, heater, discs, etc., new Dunlops all round, 19,600 miles, excellent condition; £995.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. S.S. 43458. [5613

1948 1½ Jaguar S.E. saloon, green, outstanding condition, £1,095.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5982

FOR sale.—A 1939 Jaguar 100 2½-litre sports model, aluminium body painted gunmetal, small mileage on works reconditioned engine; price £600.—Box 8875. [5271

1947 Jaguar 1½-litre special equipment saloon, black, condition as new throughout; £950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7756

1946 (October) S.S. 1½ saloon, grey with red leather upholstery, one private owner; £835.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5607

1947 (July) Jaguar 3½-litre saloon, black, red leather, 19,000 miles, one owner.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5839

1939 Jaguar 1½-litre foursome drop head coupe, splendidly maintained, many extras; £545.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5482

1938 Jaguar 3½-litre d/h. coupe, completely reconditioned and recellulosed with new hood, since unused, in superb condition; £650.—Pantiles Service Garage, London Rd., Guildford 5326. [5688

£425 or by instalments (£143 deposit).—1939 Jaguar 2½-litre saloon, 3 months' written guarantee; £425.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [5853

1937 Jaguar (July) 1½-litre saloon, exceptional condition throughout; 3 months' written guarantee; £375.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [4622

1937 (August) S.S. Jaguar 2½-litre sports saloon saloon, good tyres, engine overhauled 1947, work sound, radio, heater, dual horns, foglamp; £315.—W. F. Blay, Ltd., Dartford 3088. [5495

1939 (June) Jaguar 2½-litre drop head, gunmetal, red, just overhauled, new shock absorbers, good tyres, very clean throughout; nearest £595.—Windle Windwards, The Glade, Kingswood, Surrey. Mogador 2716. [5816

JAGUAR 3½-litre, December, 1946, black, maintained by Messrs. Jaguar, Ltd., one owner, fitted wireless and heater, disc wheels, 30,000 miles only, tax paid to Dec '51; £875.—Temall Garage, Ltd., Northfield, Birmingham. [3425

1939 Series S.S. Jaguar 3½-litre saloon, ivory red leather, unusually good original condition, 43,000 miles since new, two owners; £550.—Hunt, Brambledean, St. Monica's Rd., Kingswood, Surrey. Tel Uplands 4841 [2791

1939 S.S. Jaguar 3½-litre saloon, black, immaculate condition throughout, radio; £200 overhaul recently, a car which will meet any requirements for the discerning enthusiast; £525.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9824

1939 Jaguar 1½-litre, cream and red leather, excellent condition, low mileage since engine completely overhauled, 3 new tyres, maintained regardless expense by private owner; £550 or near.—Cranage, Handpost Farm, Barkham, nr. Wokingham, Berks. Tel. Arborfield Cross 267 [5233

JAGUAR Mark V November 1949, probably the best Mark V in existence, total mileage 18,000, but engine has done only 12,000 miles, over £200 spent recently including new back axle, radio, special high power screen wipers, screen spray, engine tuned by Jaguars, compression raised, paint work silver-grey and blue upholstery unmarked, private owner selling at £1,975 owing to change of plans.—Box 8871. [5267

1939 Jaguar 1½-litre 14hp 4-cyl. sportsman's saloon, sunshine roof, re-finished in a most beautiful and attractive heather/grey, this finish gives the effect of shot-silk, bodywork immaculate and unmarked, all chrome equal to new, large type headlamps and twin Lucas chrome horns, interior in dark blue leather with new carpets, polished wood fillets, all tyres are like new, recently fitted new battery, polished chrome Ace discs, the performance of this car is second to none, cruises effortlessly at 65 mph, brakes and steering exactly as they should be, a car that will give every satisfaction to the most discriminating owner, fitted almost new Pye radio, a most excellent and beautiful example of "One of the finest cars of its class in the world"; terms and exchanges; £525.—Maidstone Engineering Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [5751

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H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford Tel 62907 [0243

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN Dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205/7173. [4522

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5591

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar. Wembley 3903. [0962

CASH buyers of low mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0794

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5458

ROSE & YOUNG Ltd., will purchase for cash all types of Jaguar.—65-69, Sternhold Ave., S.W.2. Tulse Hill 6464. [2552

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5 [0899

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [1699

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0565

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [4521

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

JEEP, £10 taxed, saloon body, good tyres, good all round condition; £230.—Tel. Salisbury 64259. [6013

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves 1-5, Dorset Close, N.W.1. Pad. 3345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

HAVE you seen Metamet's made-to-measure Jeep conversions? 6 months' guarantee, over 20 mpg. Optional commercial registration.—100b, Belsize Lane, N.W.3. [0534

AUTOWORK (WINCHESTER), Ltd., the principal Jeep specialists, large stock, many reconditioned; long chassis utilities, etc., trailers, spares and exchange units; competitive prices.—Station Hill, Winchester. Tel. Winchester 4834/3406. [5215

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

245 gns.—Jeep utility (Willys), registered July, 1946, fitted 4-door 6-seater timber body, glass all round, drop tail-board, removable rear bench seat, spare wheel, good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5621

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d. Belsize Lane, N.W.3. [0539

AUTOWORK (WINCHESTER), Ltd., the principal Jeep stockists, all spares and exchange units.—Jeeps & Trailers; keen prices.—Tel. Winchester 4834/3406. [5216

JOWETT

CAR MART, Ltd.

1949 Jowett Javelin saloon, 9,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5866

WARWICK WRIGHT, Ltd., offer:—

1949 Jowett Javelin saloon de luxe, suede green, beige leather, heater, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5560

1949 Jowett de luxe, utility, 4-seater, one owner; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5786

1949 Javelin saloon, one owner, low mileage, as new, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5176

1939 Jowett 8 saloon, good condition and tyres; £335.—Randall, 19, Mountfield Park, Tonbridge, Kent. [5451

1949 Jowett Javelin de luxe, showroom condition, black, red leather; £990.—Buntings, Jowett main agents, Harrow 1908. [2787

1948 (June) Javelin saloon, golden sand, radio and heater, exceptional condition; £880.—Batley, Mathon, Tenbury Wells, Worcestershire. [5824

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin saloon, green-fawn leather, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5806

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war) Service Tel 1583 [0575

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Brookwood 2201/2, Jowett distributors, have a selection of 1949 and 1950 Javelins, overhauled and in excellent condition. [0522

1949 (March) Javelin saloon in turquoise blue with beige leather, fitted 1950 modifications to engine; heater; low mileage; £995.—Wimbush & Co., Abbey House, Victoria St., S.W.1. Abbey 6896. [5919

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel Beckenham 2565. [0508

1949 Javelin de luxe, blue with beige, heater, low mileage, indistinguishable from new, trade part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5706

Jowett Cars Wanted

HMBENTLEY & PARTNERS

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0757

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

JOWETT car, pre-war, urgently required.—Tel. Silverthorn 2200. [5949

COLLIVER-FISHER, Ltd. will always buy a Javelin. —Northwood Middx. Tel. 777 (4 lines). [0500

JAVELIN saloon wtd., state mileage, date delivered, price.—82, Framingham Rd., Sale, Ches. Tel. Sale 8803 between 6 and 8 p.m. [5097

LOW mileage Jowett Javelin saloon de luxe—Harold Radford & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5224

RAYMOND WAY the hire-purchase specialists, are still buying Jowetts, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0863

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2639. 308, Erith Rd. Bexleyheath. [0571

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.)

TRINITY CARS, Ltd., Jowett Javelin and Bradford main agents, spares, expert service and sales.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1188. [5356

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd. 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0679

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kinkston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

LAGONDA

BROOKLANDS for individuality.

LAGONDA distributors, demonstration, early delivery latest models, catalogues on request.

1940 series Lagonda V.12 sports saloon, blue, beige leather, serviced and maintained by makers.

1938 Lagonda 4½-litre 6-cylinder full drop head coupe, black, fawn leather, serviced and maintained by makers.

103, New Bond St., London, W.1. Mayfair 0351/6. [5365

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars column. [5576

OAKLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee the following:—

1938 V12 Lagonda saloon finished in black with green hide upholstery, excellent condition throughout; £1,175. [5538

LG45 (4½-litre), property of retired army officer, in perfect original condition, new tyres and batteries, taxed; £650.—Box 0065. [6014

DAVIES MOTORS, Ltd. (Managing Director, J. R. Davies, 20 years service manager to Lagonda, Ltd.), offer a good selection of Lagonda cars.

273 Walton 1562. [0287

4½-litre Lagonda, first registered 20/8/34, originally supplied to Scotland Yard; rebuilt with Charlesworth saloon body 1947, immaculate throughout; £425 or exchange smaller car.—35, Abbey Gardens, N.W.8. Mal. 1104. [5449

1940 short chassis V.12 Lagonda, specially designed drop head coupe, maroon with leather upholstery, engine recently completely overhauled, immaculate condition and outstanding performance, can be inspected by appointment.—Apply Box 8673. [5269

LAGONDA

245 gns.—Lagonda, 1934 model 16-80 Special Six foursome drophead coupe, black, fawn leather, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5610

1934 Lagonda 3½-litre sports pillarless saloon, in first-class condition, interior and coachwork faultless, chassis very, very good, this car cannot be repeated; £285.—Colloni's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5315

Lagonda Cars Wanted

2-litre Lagonda wanted any type body; must be good order.—Box 8737. [5020

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMMONS OF CROYDON are currently seeking a number of 2-litre Lagondas for immediate purchase; our representative will attend anywhere in Great Britain by appointment.—101a, Tamworth Rd., West Croydon Tel. Croydon 1537. [2837

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd. Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS (Managing Director, J. R. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with I.f.s.

273 London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

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BROWN'S for Lanchesters.

1949 Lanchester 10hp saloon de luxe, one owner, immaculate condition; £975.—Brown's Garage, Loughton Essex 4119. Tube.

LANCHESTER 10hp, 1935½, excellent cond.; £165, offers.—Letters, 80, Ruskin, Millbank Estate, London, S.W.1. [6017

£295.—Lanchester 11hp de luxe saloon, registered June, 1936, beautiful condition throughout. —Richmond 5861. [5905

£165.—1934 Lanchester 10hp de luxe saloon, excellent runner, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4710

1934 Lanchester 10 saloon, excellent condition, radio, 2 spares, taxed; £185.—Tulse Hill 4341 day. Burgh Heath 4126 evenings and Sunday. [5445

GORDON CARS (LONDON), Ltd.—1948 Lanchester 11hp saloon, blue-blue leather, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5804

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

£550.—1938 Lanchester 11hp saloon, one owner, small mileage, black, brown leather upholstery, original condition.—O. S. Hall, 302, King St., W.6. Riverside 2881. [5279

1940 Lanchester 14 sports saloon, 1,000 miles since complete reconditioning and cellulose by Lanchester agents; any inspection invited; £750.—Doddrell, 1, Filton Ave., Bristol, 7. Tel. 45116. [5086

TANKARD & SMITH, Ltd., offer: 1937 Lanchester 14 Roadrider saloon, finished in black, with brown leather upholstery, radio fitted, in very good condition throughout; £350.—97, Peckham Rd., S.E.15. Rodney 2051. [4437

1946 (23/12/46) Lanchester 10 saloon, black with green leather upholstery, sun roof, 17,000 miles only, immaculate throughout; written guarantee; £675.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [5280

TANKARD & SMITH, Ltd., offer 1939 Lanchester 14 Roadrider saloon, in black, with brown furniture hide upholstery, independent front wheel suspension, beautiful condition throughout; £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-3. [5182

Lanchester Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Lanchester cars in first-class condition. Mayfair 3051. [5756

STRATSTONE, Ltd., wish to purchase Lanchester cars in good condition; prompt inspection and payment. —40, Berkeley St., W.1. Gro. 4404.) [5575

WANTED, Lanchester 11 or similar car, '38/39 in really good condition.—Brooks, business East 1414 or Buc. 3110, 11, Lodge Villas, Woodford Green, Essex. [5454

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257

CEAR boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe. Tel Add. 2951 [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0669

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 8252/3.

LANCIA

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [1040

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [5762

LANCIA Aprilia (July, 1938), recellulosed black, re-chromed; £555.—V. W. Derrington, 159, London Rd., Kingston 5621-2. [4678

LANCIA Astura 4-door saloon, Lancia maintained regardless of cost, exceptional condition; £675. —Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5156

1937 Aprilia saloon, beige, cloth upholstery, radio, thermometer, hand-controlled shutters, original owner, makers serviced; £465.—New Park, Maplehurst, Horsham. [5037

WALTER SCOTT, Ltd.—Lancia Lambda Series 8 saloon, black, carefully used, faultless throughout, £525; exchanges.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [4734

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Lancias.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [5766

LANCIA Aprilia wanted any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2595. [0543

CASH immediately for good Lancia.—H. F. Edwards, of 154, St. Titchfield St., W.1. Langham 0012. [5576

LANCIA Aprilia, latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874-5. [0077

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—31-42, Hays Mews, Berkeley Sq., W.1. Gro. 2565. [0508

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to Lancia Works, Alperton, Wembley (Perivale 5656).

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 16hp 6 light saloon, I.F.S., black, beige leather, H.M.V. radio, heater and demister, for lamps, loose covers, etc., one owner, 20,000 miles, completely checked over and guaranteed; £1,700.

1946 Lea-Francis 14hp saloon, black, brown leather, heater and radio, very good condition throughout, guaranteed; £895.

18, Berkeley Street, W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Avenue, W.6. Riv. 1413. [5401

1948 (Sept.) sports roadster, blue, 13,000 miles, one very careful owner; £995.—Campbell, Symonds, Wembley 6262. [8944

14 sports (Dec. 1949), grey, brown hide, 12,000 miles, one owner, showroom condition, taxed year; £1,000 no dealers, no offers.—Hampstead 5348. [5243

TANKARD & SMITH, Ltd., offer 1946 Lea-Francis 14 sports roadster, in maroon, with beige leather upholstery, genuine 18,000 miles only, most attractive little car with amazing performance; £950; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—193, Kings Rd., S.W.3. Tel. Flaxman 4601-3. [5187

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

12, Wellesley Ave., W.6. Riv. 1413. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Muck Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0596

Lincoln Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln. Wembley 3903. [0669

LINCOLN-ZEPHYR

265 gns.—Lincoln-Zephyr, November, 1937, 3-ltr. V.12, 4-door saloon, blue, blue cloth upholstery, built-in headlamps, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5622

MERCEDES

1937 model 540 K Mercedes cabriolet B, excellent history, superb condition; £1,250.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5657

TYPE 500 K Mercedes 4/5-seater cabriolet, first registered 1949, completely overhauled and in superb condition throughout; £1,275.—Panties Service Garage, London Rd., Guildford 5326. [5686

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [5724

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 type 540K 4-5-seater cabriolet, engine recently overhauled by advertiser; £1,175.—Victoria 8715 [5110

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

500K 4-str. d.h. coupe, black, and crimson leather, low mileage, body unmarred; (titled owner); £1,095.—Box 8840. [5151

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Mercedes-Benz 500K s/c. 2/3-seater, swept tail fixed head coupe, regd. 1945, one of the prettiest cars in the country; speedometer reading 25,000, maroon and beige. Flaxman 0052. [5725

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares. 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [6550

M.G.

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, radio, 6,000 miles; £845.—Car Mart, Ltd., 150, Parc Lane, W.1. Grosvenor 5434. [5662

RIPCO, Ltd., offer:—

1949 M.G. T.C. 2-seater, red with red leather, 4,000 miles, many extras, one owner.

1949 M.G. T.C. 2-seater, black with beige leather, 5,000 miles, twin horns, twin fog lights, luggage carrier, etc., one owner.

1949 M.G. T.C. 2-seater, green with green leather, 7,000 miles, extras, one owner.

1949 M.G. T.C. 2-seater, cream with red leather, 6,000 miles, as new, one owner.

ALL the above and many other small mileage used cars are inviting your inspection at

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [5739

WOODBAIN CARS offer:—

£215.—M.G. 8hp P-type open sports 4-seater, red, mechanically exceptional, quite a smart car.

£165.—M.G. 8hp J-1 open sports 4-seater, green, excellent cellulose, overhauled engine, 4 speeds, etc.

£145.—M.G. 12hp L-type sports coupe, sound mechanically but rough bodywork.

MANY others, terms, exchanges.—Woodmain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9435. [5377

TOM GARNER, Ltd., offer:—

1950 M.G. 1½-litre saloon, green with beige leather, 8,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [4330

LAYTONS OF OXFORD offer:—

£1050.—T.D. M.G., February 15th, 1950, cream with red leather upholstery; this is most probably the finest T.D. for sale in the country to-day; genuine low mileage, a really exceptional car.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [5171

CHARLES POLLETT, Ltd., offer:—

1949 M.G. 1½-litre saloon, two tone green, 1 owner, 14,000 miles, as new throughout, guaranteed; £1,075.

18, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5402

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, dual green, fawn leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5561

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5546.

M.G. sports car, T.C. model, 1949 absolutely brand new, black with red upholstery; £795 or near offer. Box 8741. [5048

1934 M.G. 12hp pillarless saloon, colour cream with blue leather upholstery, exceptional value, 199gns.

RAYMOND WAY OF KILBURN, hire purchase specialist has 200 good used cars under £400. Maida Vale 6044. [5698

1950 (Feb.) M.G. 1½-litre saloon, black, small mileage; £1,150.—Thomas, 5, Montrose Place, Belgrave Square, S.W.1. [5054

425 gns.—M.G. Midget, 1939, 10hp T 2-seater, black, grey leather, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1954, 8hp P 4-seater, red, good tyres; terms; exchanges; hat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5625

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater, black-red, 7,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6811. [5793

1949 model M.G. T.C. series, two-seater, cream with red leather upholstery, 11,000 miles, spare unused, in excellent condition; £775.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4881. [5699

DROPHEAD 10hp M.G., first licensed Jan., 1940, carefully driven, new hood, engine rebored, one owner; £850.—Bibury Vicarage, Glos. Bibury 248. [5646

1949 M.G. T.C. 2-seater, pale blue, beige leather, immaculate condition; £775.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5309

1950 T.D. M.G., black with beige upholstery, 10,000 moderate mileage and in perfect condition; £1,100.—Brown, Flat 2, 163, Hill's Rd., Cambridge. [5701

1947 1½ saloon, grey/green with beige upholstery, very good condition; £800.—Little Dene, Lansdowne Rd., Angmering, Sussex. Rustington 1362. [5545

1935 supercharged N.A.-Magnette, entire car in exceptional condition after £190 overhaul; nearest £350.—Primrose 4345 evenings, Avenue 4242 daytime. [6000

1949 (Aug.) M.G. T.C. open 2-str., black green leather, chrome carriers, etc., guaranteed 7,000 mls., as new; £765.—Gibsons Sports Cars (X church), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5589

GRAY'S CARS.—1939 M.G. 1½-litre d.h. foursome coupe, in specimen condition throughout, black with red leather and new red hood; £545.—277, Green Lanes, N.13. Palmers Green 2365. [5646

TA. M.G. 2-seater, 1-12-57, M.G. factory reconditioned engine, car completely overhauled; radio, luggage grid, new tyres, screens, cellulose; £385.—Smith, 69, Ottways Lane, Ashtead, Surrey. (Ashtead, Surrey 2996.) [5955

M.G.

1938 M.G. 2-litre type SA sports tourer, colour mist green, with dark green leather upholstery, recently over £200 have been spent on a complete overhaul, new engine, etc.; must be seen to be appreciated; 449gns.

RAYMOND WAY OF KILBURN, hire purchase specialist has 200 good used cars under £400. Maida Vale 6044. [5897

M.G. T type, registered March, 1940, engine reconditioned and fitted new cylinder block, cream with red leather upholstery, an outstanding car; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [5861

1949 (September) M.G. T.C., 5,000 miles, immaculate condition, black, beige upholstery, luggage grid, one careful owner-driver; best offer over £750, consider part exchange new family saloon.—Tel. Ilo. 2161, 6-8 p.m. Mon.-Fri. [5123

1939 M.G. 1½-litre tourer, very robust mechanical condition, sound body work but rather faded good hood, side screens, etc., absolute bargain; £575.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643. [5947

1937 M.G. 1-type 2-seater, finished red, excellent condition throughout, £550; also 1936 1½-litre tourer drop head coupe, extremely attractive car, £485.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 3766. [5888

M.G. (September, 1947) 2-seater T.C., black, red leather, low mileage, extras fitted, £595; also 1946 P.C., exchanges welcomed; hire purchase up to 24 months.—Harold Wood Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0061. [5946

1947 M.G. type T.C. 2-seater, black, fawn leather, 6,000 miles, unusually well kept; 5.50×16 rear wheels and tyres, standard wheels available; an exceptional car; £595; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westcourne Grove, W.11. Bay. 4274. [5760

PRIVATELY owned 1949 (March) M.G. T.C. model sports 2-seater, finished in red with red upholstery, many extras, including Philco radio, chromed luggage carrier, complete tonneau cover, etc.; this car is showroom perfect; price £770.Tel. evenings, Camberley 1208. [6005

1938 (Nov.) M.G. TA drop head coupe, reconditioned engine, new tyres, battery, hood, shock absorbers, thoroughly overhauled and excellent condition throughout; £450; no offers; no dealers.—Grenville, The Gate, Boulters Lane, Maidenhead, or Cunningham 1181. [4806

BRUTON'S, Ltd., offer: 1939 M.G. 1½-litre saloon, black, immaculate, engine just reconditioned our works with liners, new cash and S.U. carburettors, excellent chassis, brakes and tyres; ideal car Continental touring, fast, economical; £595.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [5936

WALTER SCOTT, Ltd.—Late 1939 M.G. T.B. Midget, green, radio heater, telecontrols, luggage rack, racing screens and many other extras, low mileage, exceptional condition; £465; also 1935 J.1 4-seater, blue, really excellent; £225.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4475

NAYLOR & ROOT, Ltd.—1946 M.G. TC sports 2-seater, silver grey and chrome, many extras including radio, very attractive; £595; 3 months guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5434

550 gns.—M.G. 1½-litre saloon, 1937½, immaculate inside and out, metallic blue silver wheels, new carpets, mats, trimmings, road springs retempered, new bushes, shackles, Armstrong telescopic shock-absorbers twin horns, spot light, maintained by rabid M.G. enthusiast, real bargain, taxed year.—108, Monmouth Drive, Sutton Coldfield. [5518

24857 miles recorded. 1½-litre 12hp M.G. de luxe saloon, 1938 model, taxed, spotless, in dove grey with blue upholstery and wheels, Philco super radio, built-in Stevenson hydraulic jacks, upholstery still retains the appearance of newness, the Dunlop tyres are almost unmarked, mechanically everything is tight and sound, rare opportunity to obtain a small luxury car in mint condition at a fraction of its post-war cost.

SPEEDSTERS, Ltd., Crest Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [5372

M.G. Cars Wanted

CMR

THE CAR MART, Ltd., wish to purchase M.G. cars.—120, Euston Rd., N.W.1. Euston 1212. [5966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [5940

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643

PRIVATE buyer requires sound T-type M.G.—Box 0024. [5601

LATE 1939, 1½-litre M.G.—Handley, Bramley Rd., Bramhall, Cheshire. Tel. 1215. [5141

CASH immediately for good M.G.—H.P. Edwards, 28, Upper High St., Epsom 9400. [5597

POST-WAR M.G. required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0645

ROSE & YOUNGS, Ltd., will purchase for cash all types of M.G.—65-69, Sternhold Ave., S.W.2. Tulse Hill 6464. [2551

TA, T.B. required, perfect condition; cash settlement.—14, Gillhurst Rd., Harborne, Birmingham. Harborne 2361. [5525

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-5. [5192

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0965

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Particularly good buyers of all models M.G. Telephone or write for buyer to call. [0696

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

THE sole London distributors for M.G. parts.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0505

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [5029

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3083. [0423

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, rear shock vertical drives V D, sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0549

Morgan Cars Wanted

RROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [5949

CASH immediately for good Morgan.—H. P. Edwards, 28, Upper High St., Epsom 9400. [5598

WANTED, Morgan 4-4, particulars and price to—W. Maides, Convent Drive, Coalville, Leicestershire. [5695

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0966

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7753. [0814

MORGANS.—All available spares in stock.— P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

425 gns.—Morgan 4/4, August, 1939, 10hp drop head coupe, black, leather upholstery, good tyres, two spare wheels, carefully used, excellent condition; terms, exchanges; hat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5628

1938 (October) Morgan 4/4 sports 2-seater, 2 spare wheels, luggage grid, twin fog lamps, twin horns, flat folding screen, finished British racing green, black leather, very attractive, written guarantee; £575; terms; exchanges.—H. F. Edwards, 156, Gt. Titchfield St., W.1. Langham 0012. [5566

MORRIS MINOR

CAR MART, Ltd.

1949 Morris Minor tourer, 5,000 miles; £750.—Car Mart, Ltd., 520 Euston Rd., N.W.1. Euston 1212. [5885

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor tourer, maroon, 4,000 miles; 1st-class condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5857

CHARLES RICKARDS, Ltd., offer:—

1949 (Nov.) Morris Minor saloon, one owner, finished maroon, 9,000 miles, faultless condition, taxed; £765.

A GOOD selection of genuine low mileage cars offered with our 3 months guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 min. from Marble Arch). Pad. 1020. [5169

WADDINGTON MOTORS, Ltd., offer:—

1949 (November) Morris Minor tourer, one owner, immaculate; £695.—Fortune Green Rd., N.W.6. Ham 2211. [6595

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Morris Minor coupe, radio, rim embellishers and many other extras, 6,000 miles; £795.

COOMBS & SONS (GUILDFORD), Ltd. Portsmouth Rd., Guildford. Guildford 62907-8-9. [2450

DAGENHAM MOTORS, Ltd., offer the following car:

1949 Morris Minor tourer, maroon, beige, 4,000 miles.

DAGENHAM MOTORS, 56, Park Lane, W.1. Regent 4066. [5664

1949 Morris Minor tourer, grey, with beige upholstery, 5,000 miles; £750.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5078

COLDERS GREEN.—H. A. Saunders, Ltd.—1949 Morris Minor tourer, 2,000 miles.—Speedwell 0011. [5428

1949 Morris Minor tourer, 3,000 miles, quite as new.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [5218

1950 Morris Minor saloon, one owner, 5,000 miles only, perfect.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [5606

1950 (Feb.) Morris Minor tourer, black, 12,000 miles only; £695.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [4739

7000 miles, 1949 (Sept.) Morris Minor tourer, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [5858

7000 miles, 1949 (July) Morris Minor saloon, maroon.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [5855

1950 Morris Minor tourer, 11,000 miles, very clean, maroon.—Gouldbourn & Son, Hartshill, Stoke-on-Trent. Tel. Newcastle, Staffs., 69688. [5855

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1950 Morris Minor saloon, green, as new, genuine 10,000 regularly maintained, mechanically perfect.—Elliston, Rock House. Catcott, Bridgwater, Som. [5997

1950 Morris Minor all weather 4-str., almost as brand new, spare unused, mileage 7,000; accept £745.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5693

JARVIS & SONS, Ltd:, offer: 1949 Morris Minor tourer, 5,000 miles, colour green, in spotless condition, £765; also saloon in grey, £785.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5980

1950 (Feb.) Morris Minor tourer, finished black, 8,000 miles; another at 5,000 miles, fitted many extras; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5709

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

MORRIS EIGHT

COACHCRAFT offer:—

£250.—1938 Morris 8 2-door saloon de luxe, leather upholstery, very good mechanical condition, good oil-pressure, 4 nearly new tyres, bodywork sound throughout but cellulose is dull; A.A. or R.A.C. inspection if desired; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5410

MONTROE MOTORS offer:—

1939 Morris 8 tourer, black, excellent condition, choice of two; £385.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [5962

WADDINGTON MOTORS, Ltd., offer:—

1947 Morris 8 2-door saloon, perfect condition throughout; £565.—Fortune Green Rd., N.W.6. Ham. 2211. [3478

MORRIS 8 2-str. 1935; £170.—Tel. Orpington 5975. [5085

1946 Morris 8 sun saloon, immaculate condition, guaranteed; £525.—Below.

1939 Morris 8 sun saloon, overhauled and recelluloséd, guaranteed; £410.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2178

1939 Morris 8 4-door saloon; £365, or offer.—King's Motors 1, High St., Hounslow. Tel. 3582. [5351

1947 Morris 8 2-door saloon de luxe, black, brown upholstery, 11,000 genuine miles, spare unused; £595.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [5975

295 gns.—Morris 8 138 model 4-str., maroon, very good condition; terms, exchanges.—Rowland Smith, below.

165 gns.—Morris 8, 1936 2-door saloon, maroon and black; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [5633

1946 (December) Morris 8 4-door saloon, black, good condition; £525.—Cranmore, tel. Potters Bar 2040. [3333

L. F. DOVE offer 1939 Morris 8 series E, exceptional condition; £395.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5976

MORRIS 8hp saloon, first registered February, 1938, available March 1st; £250.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [4148

1936 Morris 8 tourer, black, 4-seat 2-door, very good tyres, smart appearance, new engine fitted, several extras; £195.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5961

1938 Morris 8 de luxe saloon, completely overhauled; £325.—Herbert & Mills, Church Rd., Ashford Middlesex Tel. 2960 [1871

1938 Morris 8 saloon de luxe, black, very good condition; £275.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5712

1940 Morris 8, 4-seater tourer, black, in very good condition throughout, any trial; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9348

JARVIS & SONS, Ltd., offer 1939 Morris 8 series E tourer, good hood and side curtains, exceptional condition throughout; £400.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5979

1938 4-door Morris 8, new engine not yet run in, taxed December insured September, immaculate throughout; £350.—J. H. Gray, 60, Ashley Rd., Walton-on-Thames. [4587

1938 Morris 8 black saloon, just completely recelluloséd and overhauled; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [5957

WALTER SCOTT, Ltd.—1947 Morris 8 sun saloon, black, brown leather, excellent condition, one owner; £535.—39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri 5914. [5697

1939 Morris 8 saloon, very good appearance, sound working order; £345; no traders; h.p. terms if required.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5339

£415.—Morris 8 Series E sports tourer full 4-str., this vehicle literally looks and runs like 1948 model, anyone seeing this would not believe it to be 11 years old, very rare and exceptional condition; 3 months' guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421, High Rd. Finchley, N.12. Fin. 6221. [5679

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day) [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons Lord St. Southport Tel 2268.

POST-WAR Morris 8 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0842

MORRIS 8 tourer wanted.—Burcart, Timber Merchants, Clacton-on-Sea. Tel. 213 or 1590 (evenings). [5259

Morris Eight Cars Wanted

1946 Morris 8 saloon wanted in good condition, genuine purchaser.—Write to 10, Heath Close, Banstead Surrey, or telephone after 7 pm. Vigilant 3057. [3721

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

NEWNHAMS, Ltd

1948 Morris 10 saloon, black with brown, excellent condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [4409

COACHCRAFT offer:—

£125!—1933 Morris 10 saloon, very good running order.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4525

I—1947 Morris 10 saloon de luxe, black, brown leather, good condition htroughout.

WALTON-ON-THAMES MOTOR COMPANY, Ltd. Walton 200. [5379

1948 Morris 10 saloon; £725.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. [4617

GOLDERS GREEN.—H. A. Saunders, Ltd.—1939 Morris 10 saloon, black/brown. Speedwell 0011. [5424

1939 Morris 10 saloon de luxe, black, brown leather, exceptional condition throughout; £445.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [8715

1947 Morris 10, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [2629

1939 Series M Morris 10/4 black saloon, excellent condition; £450.—Cranmore, Tel. 2040, Potters Bar. [3334

JARVIS & SONS, Ltd., offer:—1947 Morris 10 saloon, black, sliding roof and leather upholstery, heater; £695.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5978

FEW hundred miles only and as brand new, Morris 10 4-door saloon with sunshine roof; accept £925.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4837

1948 Morris 10 sal., 14,000 miles, green, brown leather, loose covers, exceptional cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5162

£128 cash or £64 deposit, 1933-4 Morris 10hp saloon, nice engine and performance, good value, balance payable over 12 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605. [5561

£450.—Morris 10 saloon de luxe, sunshine roof, finished blue, blue leather upholstery, comprehensive equipment, first registered March 1940, good tyres, showroom condition.—Wards of Putney, 73, West Hill, S.W.15. Vandyke 1533. [5386

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day) [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

POST-WAR Morris 10 Series E wanted.—Bowen, Hillside Garage. Edgware. Tel. Edgware 4464-5. [2788

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

MORRIS TWELVE

1938 Morris 12 saloon, exceptionally good bodywork and mechanical order; £425.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2187

MORRIS 12hp 1939 de luxe perfect condition; £395; privately owned; no dealers.—Clissold 0288. [5934

REGISTERED 1937 Morris 12hp sports 4-seater, excellent condition; £265.—376, High Rd., E. Finchley, N.2. [5132

TANKARD & SMITH offer:—1934 Morris 10/6 (12hp) saloon, finished in black, with green leather upholstery, whole car in very good condition, 5 very good tyres; £185.—97, Peckham Rd., S.E.15. Rodney 2051. [5298

295 gns.—Morris 12 1939 de luxe 4-door saloon, black, sliding head, blue leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [5627

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

RAYMOND WAY the hire-purchase specialists, are still buying pre-war Morris 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

1938 Morris 14hp saloon de luxe, exceptional care throughout; £395.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [5714

375 gns.—1939 Morris 14 4-door de luxe sun saloon, black, brown hide upholstery, roomy luxurious car; £135 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [1051

£325.—1936 14hp 4-door saloon in really beautiful condition, green/black and brown hide; hire purchase or part exchanges and insurance.—Alton Garage, 17/19, Brook Mews North Craven Rd. W.2. Padd. 3952. [5384

1934 (late) Morris 14.9hp 4-door saloon, believed 1935 model, in really good condition throughout; £145 cash, or £70 deposit, balance by 12 monthly rentals.—C. & S. Motors, Ltd. Dudden Hill Lane Neasden. Gladstone 8605-6. [8476

MORRIS EIGHTEEN

MORRIS 18 saloon, 1935, good mechanical condition; £150 or nearest.—7, Radcliffe Rd. Croydon 1503. [5795

1937 18hp Morris saloon, mech. perfect, new Exide bodywork, interior good; £255.—Hollington, 6, Augustine Terrace, Littlehampton [5527

MORRIS OXFORD

1949 Morris Oxford saloon, green with green leather interior, 9,000 miles; £1,045.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5071

GORDON CARS (LONDON), Ltd.—1949/50 Morris Oxford saloon, maroon, 200 miles only.—Below.

GORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, maroon, 11,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5805

1950 type Morris Oxford de luxe saloon, maroon with maroon leather upholstery, 71,000 miles, fitted heater, in almost new condition; £985.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581 [5700

TANKARD & SMITH Ltd., offer 1949 Morris Oxford saloon in black with beige upholstery, one careful owner since new genuine 12,000 miles, fitted push button radio, heater, etc., as new in every respect; £995; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [5185

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434 [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day) [0749

MORRIS 25

1939 Morris 25 de luxe saloon, guaranteed; £325, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [5939

MORRIS SIX

CAR MART, Ltd.

1949 Morris Six saloon, 10,000 miles; £1,120.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5873

1949 (Nov.) Morris Six saloon, radio, 6,000 miles; £1,225.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5788

1950 Morris Six saloon, green, with green leather interior, 500 miles; £1,295.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [5066

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,150.—Campbell Symonds, Wembley 6262. [5301

1000 miles, 1950 (March) Morris Six saloon, fawn, brown leather, heater, etc., as brand new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5958

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd. S.W.3. Tel. Flax 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [0670

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5589

PRIVATE buyer requires Morris Minor saloon, minimum mileage; reasonable price.—Derwent 4115. [5825

JARVIS & SONS, Ltd., are anxious to buy all models Morris cars.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5624

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel 2268 [0796

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd. 194-198, Kings Rd. S.W.3. Flaxman 4801-3. [5193

WE are cash buyers of all Morris post-war models.—The Warren Motor Co. 353-355, Euston Rd., London, N.W.1. Euston 7751. [0140

MORRIS 8 or 10hp saloon 1935 or 6 for preference coachwork must be in reasonably good condition.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [4147

Morris Spares and Service

DALSTON MOTORS for Morris service and spares, 1934-49 models.—317, Kingsland Rd., Dalston, E.8. Clissold 4943 [3149

FOR Morris mudguards, running boards, 1930-46.—Brooks 5 and 6, Frederick Place Brighton. Brighton 21147. [0384

NASH

SIMPSON'S MOTORS offer:—

1947 Nash, genuine post-war car, right-hand drive, radio and heater, seat covers, whitewall spats, moderate low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 3903. [6965

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash. Wembley 3903 [0963

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1948 Oldsmobile 4-door sedan, hydramatic drive, radio heater seat covers, beautiful car low mileage

SIMPSONS MOTORS (WEMBLEY), Ltd (American car specialists) Wembley 3903. [4432

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel Lingfield 330-1.

1939 6cyl. Oldsmobile saloon, in exceptional condition; £625.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

OLDSMOBILE main dealers for London, Middlesex Essex and adjoining counties.—Lex Garages, Ltd., Service: 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

1938 Oldsmobile 8 drop head coupe with dicky, recelluloseed mist green, most attractive car with superb performance, has extra occasional seats for two behind driver, bargain; £450.—Traynor Motors, Ltd., of East Ham Grangewood 2530. [5135

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile. Wembley 3903. [0964

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5467

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul 3664 [0036

Opel Spares and Service

REPAIRS, new crown wheels and pinions, spares; reconditioned engines, suspensions, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [0243

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

1939 Packard 6 drop head coupe, colour black low mileage.

1937 Packard 120 saloon; £325.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [2585

1939 Packard Super Eight limousine, privately owned, superb order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5313

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd, Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

£250—1936 Packard model 120 27hp 8-cylinder resprayed, mechanically perfect, fair tyres.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [5985

1938 Packard 34hp 4-door saloon, recelluloseed black, brown leather, very fine car; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4955

1947 Packard super de luxe Clipper, right-hand drive, radio, heater, covers, 25,000 miles, magnificent condition; £2,250.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [5658

1938 Packard 8 saloon, mileage 36,000, not taxed from 1939 until 1946, one lady owner, chauffeur maintained, colour black, brown hide upholstery, absolutely immaculate throughout, all original tools and instruction book; £575; terms and exchanges.—Tel. Amherst 2000.—Turner, 99-117, Clarence Rd., London, E.5. [5967

A & S Display exceptional range modern Packards, certified mechanically, reasonable cost.

LIMOUSINES 1937/38/1939 34hp, partition, widest occasionals, selected carriages, reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5333

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5577

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard Wembley 3903. [0671

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St (Hampstead Tube) Ham 6041

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins) S. Kensington Kensington 4858. [0902

LEONARD WILLIAMS & Co., (1940) Ltd., Packard sole concessionaires, require good low mileage Packard cars.—Great West Rd., Brentford Middlesex Ealing 3400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists 97, Fulham Rd (next door to Michelins) S. Kensington. Kensington 4858. [0908

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. [0469

PONTIAC

SIMPSON'S MOTORS offer:—

1948 Pontiac 2-door sedan, radio, heater, low mileage, excellent car.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American car specialists). Wembley 3903. [4433

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd. South Kensington (next to Michelins). Ken. 4858.

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac Wembley 3903. [0672

RACING CARS

KIEFT agents for Ken. and Sussex; see under sports cars.—Richards & Brown. [2253

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5466

COOPERS GARAGE (SURBITON), Ltd., of Surbiton Tel., Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars [0821

KIEFT 500cc 1950 model, only raced three times, perfect in every way, complete with gear box but less engine; £325.—Les. Leston, 182, Grove End Gdns., N.W.8. Cunningham 3370. [5131

ALTON GARAGE, "The Alvis People," offer 1½-litre Meadows H.R.G., special car; also single-seater 2-litre Aston Martin Special; hire purchase and insurance or part exchange.—17/19, Brook Mews North, Craven Rd., W.2. Padd. 3952. [5383

RAILTON

1936 Railton 28hp saloon, very good order, fitted radio.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406 [5207

MAJOR J. P. S. BARBER 65, Linden Gardens, W.2 Bayswater 6753 All models up to 1947, 17hp, 21hp, 28hp coupes saloons tourers [5467

1946 Railton saloon in most beautiful condition, 20,000 miles; £975.—J. P. Crawley, 48, Kensington Court, W.8, Western 6015. [5660

1937 Railton 28hp saloon, reconditioned throughout, attractive car and in absolutely new condition.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Road, Hammersmith, W.6. Riverside 7644. [5932

1936 29hp Fairmile drop head coupe, black, excellently maintained, Firestone heavy duty tyres, two spares, Ekco radio, splendid condition throughout.—Dawkins, 161, Russell Rd., Mosley, Birmingham. [5448

Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1; always buyers of good Railtons [0277

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5592

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd Western Ave., Acton, W.3 Acorn 4656 [042

1949 rear-engined 4-door 7hp Renault saloon; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5893

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), have a small selection [012

1939 Renault 18hp foursome drop head coupe, grey remarkably good condition throughout; £345.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5710

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

CAR MART, Ltd.

1949 Riley 2½-litre roadster, radio, 13,000 miles; £1,520.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5871

BROWN'S for Rileys.

1947 Riley 1½-litre saloon de luxe, radio, immaculate condition; £995.—Brown's Garage, Loughton (Essex) 4119 (Tube). [3480

OVERSEAS CARS, Ltd.

1948 1½-litre Riley saloon, black, radio, 23,000 miles; £1,125.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5354

DICKS CAR SALES offer:—

1938 Riley 16 Kestrel saloon, fitted overdrive, very fast car; £595.

1937 Riley 9 saloon, attractive car; £395.

1936 Riley 9 saloon, special engine, Kestrel body; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4636

TOM GARNER Ltd., offer:—

1950 Riley 1½-litre saloon, black with brown leather, radio, heater, etc., 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4329

LAYTONS OF OXFORD offer:—

£1575—1949-50 Riley 2½-litre 3-seater sports tourer only done 4,000 miles, and as new throughout, finished in black with red leather upholstery; this is a very much-sought-after car at a low price; fully guaranteed; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [5170

BROOKLANDS for Individuality.

1949 Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles.

103, New Bond St., London, W.1. Mayfair 8351/6. [5366

WARWICK WRIGHT, Ltd., offer:—

1949 Riley 1½ saloon, black, brown leather and cloth, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5556

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Riley 2½-litre roadster, 2,000 miles, black with red leather; £1,550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [2834

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors Ltd Lewes.

1949 Riley 1½-litre sports saloon, black with red leather upholstery, 16,000 miles; £1,375.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5074

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 5348.

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Riley 2½-litre open 3-str. sports.—Speedwell 0011. [5415

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre saloon, black/fawn cloth, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon black/green leather, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5805

1946 1½-litre Riley, black saloon, in immaculate order, genuine mileage under 18,000; £900.—Box 8869. [5265

GATEHOUSE offer 1936 model Riley 12 Merlin saloon; £525.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [3491

1949 Riley 2½-litre saloon, 8,000 miles, faultless; £1,595.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [5663

CAMDEN MOTORS.—Riley 9hp Special Series four-light sports saloon, 1935, twin carb. engine, very pretty car, many special features; £295.

CAMDEN MOTORS.—Riley 9hp Kestrel Special sports saloon, 1936, the very scarce four-door four-light model with the twin carburettor engine, much sought after by the Riley enthusiast with handsome streamlined body, finished in metallic maroon with red leather, the whole car in very good mechanical order and fully guaranteed by us in writing; £375.

CAMDEN MOTORS.—Riley 1½-litre 12hp six-light saloon de luxe, 1935, recent complete engine reconditioning, rebore and sleeve, reground crankshaft, new big and main bearings, approx. mileage 3,500 since overhaul, uses no oil and is especially economical on petrol, strongly recommended at £295

CAMDEN MOTORS.—Riley 16/4 Special Kestrel six-light saloon, 1938, probably the finest model ever produced pre-war by the Riley Company, fitted with manual synchromesh gear box with overdrive, engine completely stripped down and the whole car reconditioned mechanically from stem to stern, including gear box, back axle, steering, cooling system, etc., no mileage whatsoever since overhaul with exception of 30 miles road test; this Kestrel must appeal to Riley enthusiast requiring a car in very special mechanical order on which the history is known and can be substantiated; £595.

CAMDEN MOTORS.—Riley 2½-litre saloon, April 1948, a genuine one owner car since new, immaculately maintained and in superb order throughout; £1,250.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; easy and confidential hire purchase facilities; part-exchanges. Free delivery anywhere in the United Kingdom. Purchasers' fares refunded from any part of the country. Showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. See our full page advert in this issue. [5515

1949 (August) 1½-litre Riley saloon, maroon, 3,000 miles, as new; £1,425.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5311

1947 Riley 2½-litre saloon, black with red leather, very carefully used; £1,295.—H. A. Saunders, Ltd., Austin House, Castle Street, Worcester. Tel. 2368. [5235

£395—Riley 9 Merlin, finished in grey, recent overhaul at cost of £150, very attractive car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [5925

1938 1½ Riley Kestrel saloon, grey, blue leather, in original perfect condition, this car has had a very easy life and has been meticulously maintained throughout, £625.—Box 8870. [5266

RILEY Kestrel 1½-litre, 1937, Sprite head, 59,000 miles, good tyres, 90 amp battery, good condition and performance; £335.—Robertson, 74, Kings Rd., Wimbledon, S.W.19. Liberty 2079. [5082

325gns.—1936 Riley 9 Merlin 4-door de luxe saloon, excellent condition, a bargain.—G. P. (Balham), Ltd., 2c Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5730

1937 Riley 9 Monaco saloon, grey/red leather, pre-selector, twin carbs, 33 m.p.g., very good condition and performance; £375.—Wilson, "Woodslee," Broughton, Hants. Tel. Broughton 243. [5831

RILEY post-war 1½-litre saloon, paintwork and hide upholstery in beautiful condition, one owner, open to any examination; accept £945.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5892

£445—1937 Riley 12/4 saloon, black, red leather, very attractive car, with outstanding performance, taxed; terms and exchanges.—Wellboy Motor Co., 326, Romford Rd., Forest Gate. Maryland 2534. [5792

1950 1½-litre Riley, maroon, 6,000 miles; 1950 1½-litre Riley, bronze, 6,000 miles; 1950 1½-litre Riley, black, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5475

RILEY Kestrel 15/6 late 1935, major overhaul, resleeved to standard, brakes relined, radiator and lamps rechromed, new twin spot lamps, nearly new tyres all round; £275.—After 6.30. Young, New Cross 1361. [6008

1948 Riley 1½-litre saloon, black, fawn upholstery, radio, windscreen heaters, definitely indistinguishable from new, exceptional car maintained by makers; £1,150, or near offer; private owner.—Box 8798. [5111

£400 or reasonable near offer, 1937 Riley 15hp six-cylinder Kestrel, automatic chassis lubrication, pre-selector gear box, rebored short time ago, excellent condition, performance and appearance, tyres good.—Box 0066. [6024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

PRIVATE sale; 1947 Riley 1½-litre, black with red leather, regularly maintained by distributors in faultless condition; new tyres and extras include heater, radiator muff, demister, anti-dazzle visor; fitted for battery charging and radio; £925; seen and tried in Northamptonshire; new car delivered.—Box 0321. [5705

PERFORMANCE CARS, the sports cars specialists, of 21, Dalcham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee: 1935 Riley 15/6 Falcon saloon, £250; 1928 Riley 11hp Brooklands Redwing 2-seater, £150; 1931 Riley 9 utility, £145. See also under "Ford V.8 and Sports Cars." [5783

1948 (July) Riley 2½-litre saloon, black with all tan leather, one owner, maintained by makers since new, in 1950 condition, £1,350; 1947 (Jan.) Riley 1½-litre saloon, black with all green leather, radio, 21,000 mls, as new, £365.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5388

RILEY 2½-litre, May, 1938, fitted with overdrive, black, red leather, medium mileage since complete overhaul by Riley, in very good condition, has lately belonged to a fastidious owner who motored for pleasure and maintained it regardless of expense; oil consumption negligible, changed frequently; reasonable price.—Gouldbourn & Son, Hartshill, Stoke-on-Trent. Tel. Newcastle, Staffs. 69688. [5854

Riley Cars Wanted

CM

THE CAR MART Ltd. wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

RILEY 1½-litre low mileage saloon wanted.—Box 0980. [5542

£1050 offered by private buyer for 2½-litre saloon.—Box 0020. [5704

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition.—Mayfair 3051. [5757

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5462

WANTED, Riley Kestrel 9 or 12, about 1935; reasonable price.—P. Weaver, 35, High St., Melton Mowbray. Tel. 533. [4771

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel Royal 6622. [7755

JACK ROSE Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9268

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-5. [5194

PERFORMANCE CARS, of Dalcham Mews, Belsize Lane, N.W.3 (Ham. 1111).—The Riley specialists, buy Rileys for cash immediately. [6641

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Shambleshurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [0708

1950 2½ saloon, purchase or part exchange 1950 Triumph Renown saloon; private advertiser.—Mathew, 276, Stafford Rd., Wallington, Croydon 4928. [5227

URGENTLY required, low mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

GEAR boxes.—H. R. A. Engineering, 35, Grant Rd., Addiscombe. Tel. Add. 3951. [0781

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel 43069. [0254

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd. London N.W.5. Gul 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee the following:—

1933 25hp R.R., fitted with most attractive 4-door sports saloon body, by Freestone & Webb, black, brown hide upholstery, faultless condition throughout, open to any inspection. [5585

ROLLS-ROYCE

PB

LTD.,

ROLLS-ROYCE specialists 40 years.

1938 30hp Barker sports saloon.

1934 25hp Hooper sports saloon.

1934 25hp Hooper sports saloon.

1933 25hp Cockshoot sports saloon.

1933 25hp Cockshoot sports saloon.

1932 25hp Hooper sports saloon.

1932 25hp Hooper sports saloon.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London S.W.7. Ken. 9477-8. [5905

FOX.

OFFER the following from their specially selected stock:

1947 Hooper sports saloon on the Rolls-Royce Silver Wraith chassis, painted pearl grey, blue leather, 25,000 miles.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. Regent 7687.

FOX. [5381

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1938 touring saloon, by Rippon, black with Air Force blue leather upholstery, good condition.

1937 Phantom III 7-seater limousine by Rippon.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0905

FRANK DALE offers:—

ROLLS-ROYCE 25hp R.E. saloon, 51,000 miles, specimen car, new condition, taxed; £975.

25hp Hooper sportsman's saloon, swept tail, ride control, black, overhauled in new condition; £1,295.—66, Princes Gate Mews, Exhibition Rd., S.W.7. [5800

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

1947 Silver Wraith Rolls-Royce Hooper touring saloon, black, brown leather, 27,000 miles.

1939 Rolls-Royce Wraith Park Ward enclosed drive limousine, black, black leather and cloth.

1938 Phantom III Rolls-Royce razor-edged H. J. Mulliner owner-driver saloon de Ville, with large boot; over £1,000 spent on car last year, 16,000 miles, a most attractive car, black, immediate.

1938 Phantom III Rolls-Royce enclosed drive limousine by Hooper, black, 40,000 miles.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1. Mayfair 5242.

R. C. MORTLAKE offers:—

1934 25hp Windover owner-driver sports saloon, one owner since new.

1936 25hp Rolls-Royce Windover sedanca sports saloon.

1937 Thrupp & Maberly owner-driver sports saloon.

WE are interested buyers of good, used Rolls-Royce and Bentley cars.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. After 6.30 p.m. Arnold 4604. [2242

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 Rolls-Royce owner-driver saloon, 29,000 miles, sunshine roof.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3537

MASCOT MOTORS Ltd., offer the following:—

1936 (Nov.) 30hp Young sports saloon.

1935 (Oct.) 25hp Arnold sports saloon.

1935 25hp Park Ward sports saloon.

1935 25hp Freestone and Webb sports saloon.

1934 25hp T. and M. owner driven saloon with division.

1934 40/50hp T. and M. owner driven saloon with division.

1933 (Oct.) 25hp T. and M. 7-seater limousine.

1932 25hp Hooper sports saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [4378

ROLLS-ROYCE 20hp, 1929, 7-seater, any trial; £350.—Carter, 263, Sandon Rd., Stafford. Tel. 1700. [5127

LIMOUSINES 20/25hp and 25/30 Hooper 7-seaters; from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5523

ROLLS-ROYCE

HRH

R. OWEN, Ltd.,

17, Berkeley St.,

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organisation

1935 Rolls-Royce Phantom II 4-lit. limousine with winding division by Windover, colour royal blue ana black with black leather to front and grey cloth to rear; this car is fitted with P.S. occ. seats, O/S mounted spare, riding controls. H.5447.

1936 Rolls-Royce 20/25 saloon (SR) with division by Rippon Bros., colour black with blue hide to front, fawn cloth to rear; this car is fitted with overriders to bumpers, picnic table, compacts. H.4647.

1936 Rolls-Royce Phantom III limousine (SR) by Hooper, colour blue with black hide to front, fawn cloth to rear; fitted with two P.F. occ. seats, two S/M spares, sliding div. H.6044

1937 Rolls-Royce Phantom III Sedanca de Ville by Windover, colour black with black leather to front, fawn cloth to rear, fitted with overriders to front bumpers, two S/M spares, two P.F. occ. seats, radio, picnic table and intercom. H.5570

1939 Rolls-Royce Wraith sports saloon by H. J. Mulliner, colour dark blue with chrome waist band, heat fawn hide upholstery; this car is fitted with elec. division, H.M.V. radio, S/M spare, picnic tables. H.5697.

1950 Rolls-Royce Silver Wraith D.H.C. by Freestone & Webb, colour maroon with grey hood, chrome waist band, green hide upholstery; this car is fitted with H.M.V. radio, heater, demister, picnic tables, power-operated hood. H.6169.

ALL cars carry our unique six months' guarantee. Please 'phone or write for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TELEPHONE: Mayfair 9060. [5225

SWANMORE CAR SALES, Bournemouth (J. W. Medley, proprietor).

£2500.—Razor edged H. J. Mulliner 1938 Rolls-Royce owner-driver saloon, Rolls reconditioned engine.

£1875.—Rolls-Royce 1937 owner-driver saloon, one titled owner since new, very roomy and attractive car.

£1875.—Rolls-Royce 20/25 owner-driver saloon by Barker, 1936, one careful owner, dual colour ice blue and black, magnificent car in original spotless condition.

EXCHANGES and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1023. [5197

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1936 Rolls-Royce 20/25 limousine by Barker, black, leather to front, cloth to rear, face forward occasional seats, one owner, mileage 56,000 only, a genuine car in superb condition throughout; £1,675.

18, Berkeley St., W.1. May. 6266.

SERVICE WORKS & STORES, 12, Wellesley Ave., W.6. Riv. 1413. [5408

1933 Rolls-Royce 40-50hp Phantom II H. J. Mulliner saloon with division, built-in boot; £795, also

1935 Rolls-Royce 20-25 H. J. Mulliner sports saloon £1,400; also

1937 Rolls-Royce Phantom III Hooper 4-light saloon with division, £1,275.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4468. [5784

OWNER-DRIVER 1950 Barker Coachwork four-door Saloon, leather throughout, reasonable mileage, meticulously maintained.

OWNER-DRIVER 1939 Wraith Park Ward 4-door semi-razor edge black Saloon, leather throughout, capacious boot, exceptional carriage, reasonable cost.

OWNER-DRIVER 16,000 total mileage, four door 30hp Hooper Sports black Saloon, capacious boot, bucket seats, blue leather upholstery, chassis series GMP., registered 30th December 1937, spotless condition. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [5354

20/25 Rolls-Royce 7-passenger limousine with face-forward occasional seats, first registered 31/12/35 and in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge Street, Northampton. Tel. 907. [5750

ROLLS-ROYCE Phantom II, excellent condition, 7-seater, face forwards, division, £725; Rolls-Royce Phantom I, mechanically sound £100.—Riverside 2527. [5510

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger by Windover, black leather upholstery throughout.—94, Gt. Portland St., W.1. Lan. 1545. [5356

1937 Rolls-Royce 30hp limousine, 11,000 miles genuine; £2,750 or very near offer.—Hills Garage, 3 and 5, Ennismore Mews, S.W.7. Kensington 4060. [5955

1936 (August) 30hp sports 4-door saloon, spacious luggage boot, sunshine roof, disc wheels, modern lines, excellent condition; £1,575.—Tel. Fro. 5455, or Box 8639. [5148

25/30 saloon by Barker, wind-down partition, leather upholstery throughout, first registered Sept. 1936; £1,400.—Wards of Putney 72, West Hill, S.W.15. Vandyke 1583. [9016

1930 20/25 Park Ward sports saloon maroon and black, taxed, mechanically perfect and immaculate; a beautiful little Rolls for only £850, no dealers, no offers.—Hampstead 5348. [5247

1930 Rolls-Royce 20-25 saloon with division, one titled owner, face forward occasional seats, total mileage 59,000, £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3064. [3541

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

C
M
CAR MART, Ltd.

1938/9 Rolls-Royce 7-seater Sedanca de Ville by H. J. Mulliner. 19.000 miles: £2.465.

1938 Rolls-Royce 7-seater limousine by Thrupp & Maberly 9.000 miles; £2.795.

1938 Rolls-Royce semi-razor edge sports saloon by Thrupp & Maberly. 38.000 miles; £2.795.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5867

1937 Rolls-Royce 30 sedanca. 83.000 miles; £1.500. near offer.—Hills Garage, 3 and 5, Ennismore Mews, S.W.7 Kensington 4020. [5952

1938 Rolls-Royce 25/30. first registered 13/9/38, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd.

ARTHUR MULLINER, Ltd., Bridge Street, Northampton. Tel. 907. [5749

1934 Rolls-Royce Phantom II 4-light owner-driver saloon with drop division, ride control, lovely car.—Claude Burgoyne & Co., St. Peters Garage, St. Peters Rd., Hammersmith, W.6. Riverside 7644. [5931

ROLLS-ROYCE 25/30 Park Ward swept tail seven-passenger limousine, 1937 (June) black with black leather to front and cloth to rear and face forward occasional seats; radio, Ace discs, excellent tyres, genuine total mileage 47,000; one family ownership from new; magnificent condition throughout, taxed December 1951; £1,995.

P. J. EVANS, Ltd., special retailers for Rolls-Royce and Bentley cars, 81-91, John Bright St., Birmingham. Midland 2911 [5231

A & S (Limousine Specialists) display exceptional selection Rolls-Royce modern Limousines.

LIMOUSINES 25hp/1933, partition, forward occasionals, black, (1936 condition). £870

LIMOUSINES 1934 25hp Barker, partitioned, widest occasionals, black, exceptional throughout. £925.

LIMOUSINES 1935 25hp Windover, swept tail, widest occasionals, black, immaculate.

LIMOUSINES 1936 30hp Rippon, partition, widest occasionals, swept tail, black, original owner.

LIMOUSINES 1937 30hp Barker, swept tail, widest occasionals, partition black, exceptional.

LIMOUSINES 1938 Windover 30hp Limousine, swept tail, widest occasionals, partition black, beautiful carriage.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed).—Providence Court, Grosvenor Square. Mayfair-2941 [5336

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

S
G
O
OUR demand is urgent

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office. H. R. Owen, Ltd., 17 Berkeley St. W.1 Tel Mayfair 9060 Head Office Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks Tel Halifax 5944. [0516

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25 all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford Tel Garston 2369. [0488

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St (Hampstead Tube). Ham. 6041

WANTED, 20/25hp limousine, first-class condition, leather upholstery.—134a, Grange Rd., Ramsgate. [5246

ADVERTISER would like to purchase Phantom III or II sports saloon from private owner.—Clare Court, Wokingham, Berks. [5544

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1933/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [1607

THE BASINGSTOKE MOTOR Co. purchase 20/22 P.W.B., 20/25, 25/30, Phantom II; any coachwork considered.—By-pass Rd., Basingstoke [0046

ROLLS 20/25 or 3½ Bentley, d/h coupe or sports saloon wanted, privately, about 1934, Vanguard 1949 exchange, adjustment.—Box 8834. [5134

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon Liberty 2494 [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton 69, Westow St Crystal Palace, S.E.19 Liv 3362 [0063

RIPPON BROS., Ltd, the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines) [0015

ROLLS-ROYCE, Phantom 2, state age of car, type of body, price asked, and whether been overhauled by makers.—Chapman, 11, Park Way, Wallasey, Cheshire. [5106

PRIVATE enquirer wants 1938 or 1939 30hp Rolls-Royce, must be owner-driver sunshine roof saloon, without division, at reasonable price.—Fullest particulars to Box 8717 [4819

JACK OLDING, Ltd., 8-10, North Audley St., W.1 official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242 [0815

ROLLS-ROYCE, Rolls-Bentley, Daimler or similar saloon car, post-war model essential, wanted; good price for well-maintained model with low mileage; particulars of any suitable car available to—Box 8857. [5145

Rolls-Royce Cars Wanted

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars. 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

CHARLES FOLLETT Ltd.—Officially appointed retailers and repairers buy good late cars.—18, Berkeley St., W.1 May 6266 Service works and stores: 12, Wellesley Ave. W.6 Riv 1413. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1 May. 6266

SPARE PARTS.

SERVICE: 12 Wellesley Ave., W.6. Riv. 1413 [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—works Director, Wilgie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785.

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6 Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres etc.—Compton, 69, Westow St., Crystal Palace, S.E.19 Liv. 3362. [0064

ROVER 10

1938 Rover 10 black saloon, offers to Pugh.—Gwynfa, Dolgelley 184. [6010

1937 Rover 10 de luxe saloon, exceptional; £300; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5969

CAMDEN MOTORS.—Rover 10, twelve of these models in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 10, see selection of Rover 10s on full page advert. in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5496

1938 Rover 10 de luxe saloon with special enclosed boot, taxed; £425.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5610

ANOTHER 1938 Rover 10 saloon, privately owned and vouched for; only £550.—A.M.S. (Motor Engineers), Ltd., 2, Upper Tollington Park, N.4. Tel. Archway 1681-2. [6002

ROVER 10 saloon, April 1947, in exceptional order, black, brown leather, the whole immaculate condition tyres good; £975.—Prove, 7, Dellfield Close, Watford. Tel. 3289 or 6086. [5249

ROVER 12

CAR MART, Ltd.

1947-8 Rover 12 tourer, radio, 12.000 miles; £1,075.

1946 Rover 12 saloon, 26,000 miles; £900.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5869

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 12, 14,000 miles; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4956

£495.—1938 Rover 12 6-light saloon, black, in excellent condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [9196

CAMDEN MOTORS.—Rover 12, fifteen of these models in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 12, see selection of Rover 12s on full page advert. in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5497

1946 Rover 12 sal., black, 1 owner, 20,000 miles. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5156

£340.—Genuine 59.000 miles, one owner, Rover 12, de luxe saloon, all original condition, except engine rebore at 54,000, black, green hide, good tyres.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [2688

1947 (reg. Feb., 1948) Rover 12 tourer, finished attractive green, with leather upholstery to match, mileage 10.000 only, 2 private owners, the whole car in showroom condition, fully equipped including sliding Perspex side screens, tonneau cover and spot lamp; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5671

NAYLOR & ROOT, Ltd.—1948 Rover 12 de luxe saloon, black, brown interior, 19,000 miles, very attractive and economical, any trial; £1,050; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday [5438

ROVER 14

DICKS CAR SALES offer:—

1936 Rover 14 streamlined sports saloon, recent overhaul; £345.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2818

ROVER 14 sports saloon, mech. perf.; £195.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [5093

ROVER 14

CAMDEN MOTORS.—Rover 14, eight of these models in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 14, see our selection of Rover 14s on full page advert. in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5498

1937 Rover 14 saloon, very good condition; £425.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [5234

1935 Rover 14 saloon, black, in good condition throughout, any trial, bargain; £275.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [8627

1946 Rover 14 sports saloon, black/brown leather, not yet run-in after complete recondition, superb throughout; £975.—Odeon Motors, Ltd., Barnet 4100. [5988

1938 Rover 14 sports saloon, superb condition in every respect; £595.—B. & H. Motors, 1,464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5287

240 gns.—1936 Rover 14 de luxe saloon, excellent condition, a bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [5751

375 gns.—Rover 14 1937 de luxe 4-door saloon, black, sliding head, blue leather, radio, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5624

ROVER 16

DICKS CAR SALES offer.—

1938 Rover 16 saloon fitted radio, discs, etc.; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2817

CAMDEN MOTORS.—Rover 16, ten of these models in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 16, see our selection of Rover 16s on full page advert in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5499

1938 Rover 16hp saloon, 36,000 miles only, a very well-kept car; £625.—J. F. Crawley, Tel. Western 6015. [5659

1946 (Dec.) Rover 16 sal., black, brown leather, radio, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5159

WALTER SCOTT, Ltd.—1938 Rover 16 saloon, black, excellent condition, one owner; £445.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [9216

BRUTONS, Ltd., offer: 1937 Rover 16 sports saloon, sound engine, uses no oil, chassis fitted latest Lovax piston s/a's, brake relined, new drums, twin chrome Windtones, fog lamp, bar mounting, large size Lucas lamp, demisters, stop light, reversing light, tyres as new, colour black, brown hide interior, new carpet, receipts shown; £150 just spent on car.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [5937

ROVER 20

CAMDEN MOTORS.—Rover 20, four of these models in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 20, see our selection of Rover 20s on full page advert. in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5500

1938 Rover 20 sports saloon, black with brown hide upholstery, indistinguishable from post-war model; £550.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [5862

CHILTERN CARS OF LEIGHTON BUZZARD, offer a 1937 Rover 20 sportsman's saloon, twin horns, passlight, discs, etc., a handsome car in excellent condition providing a smooth, unobtrusive top gear performance and effortless silent cruising at 60 mph; £395; hire purchase; part exchanges; 7 days' free trial. —11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [5782

ROVER 60 & 75

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Rover 75 sports saloon, 14,000 miles; £1,595

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4954

1948 (August) saloon, grey, one careful user; £1,325.—Campbell Symonds. Arnold 2246. [5302

1950 Rover P4 saloon, entirely new condition; radio, etc.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [5371

1949 (Jan.) Rover 75 sports saloon, black, 11,000 miles. £1,575.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [9017

CAMDEN MOTORS.—Rover 75, five of these most desirable cars in our showrooms ready for inspection, trial and immediate purchase.

CAMDEN MOTORS.—Rover 75, see selection of Rover 75s on full page advert. in this issue. (Page 51.)

CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5501

1948 Rover 75 sports sal., black, radio, heater, 10,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5157

1948 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5164

1948 Rover 60 saloon, grey/blue, heater, H.M.V. radio, in immaculate condition, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [5870

TANKARD & SMITH, Ltd., offer 1948 Rover 75 sports saloon in black with brown leather, one careful owner since new, genuine 7,000 miles only, indistinguishable from brand new; £1,595; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [5186

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

H

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston. Rover specialists, sales, spares, repairs.—102, London Rd., Kingston Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

ROVER 75 sports saloon, must be low mileage.—Day, Park 7271. [4076

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover. Wembley 3903. [0776

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1 Langham 0012. [5583

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5455

1938/9 Rover 10/12, must be in first-class condition; no dealers.—Tel. Tadworth 2243 after 7.30 p.m. [5814

JACK OLDING, Ltd., 8-10, North Audley St., W.1 Rover retailers, require cars in first-class condition Mayfair 5?42 [0816

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel Rippleway 1285. [0464

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

Land-Rover Cars Wanted

WANTED, Land-Rover, must be low mileage.—Day, Park 7271. [4998

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton, Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SIDDELEY SPECIAL

SIDDELEY SPECIAL (1936) powerful super sports saloon, tyres, brakes, many parts new; for quick sale, £375, or nearest offer secures.—G. E., Barons Court, Bishop's Ave., N.2. Spe. 2524. [5084

SINGER

GOLDERS Green.—H. A. Saunders, Ltd. 1936 Singer Le Mans.—Below.

H. A. SAUNDERS, Ltd.—1947 Singer 10 saloon.—Below.

H. A. SAUNDERS, Ltd.—1947 Singer 4-str. Roadster, black.—Below.

H. A. SAUNDERS, Ltd.—1949 Singer S.M.1500 saloon, beige.—Below.

H. A. SAUNDERS, Ltd.—1949 Singer S.M.1500 saloon, blue.—Speedwell 0011. [5430

1950 Singer S.M.1500 saloon, blue with beige interior 6,000 miles; £1,095.

H. A. SAUNDERS Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho! Corner). Hillside 0024. [5070

SINGER roadster, 1949, 9hp, perfect condition, 9,000 miles; £750, or near offer.—Tel. Ken. 5757, or Box 8835. [5139

1939 Singer 12hp foursome coupe, fitted radio; £325.—Johnston's Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [5722

1934 Singer 9 Le Mans sports 2-seater, new tyres, perfect condition; £200.—Write or call, D. Barker, 32, Wincrofts Drive, Eltham, S.E.9. [5441

TANKARD & SMITH, Ltd., offer:—1939 Singer 9 sports tourer, finished in red, good all weather equipment, whole car in very good condition throughout; £365; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [3499

595 gns.—Singer Super 10 (June, 1947) de luxe 4-door saloon, black, sliding head, brown leather, one owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5626

Singer Cars Wanted

R

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0986

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5568

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer. Wembley 3903. [0777

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6 Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists.—Coulthurst & Grimshaw, Ltd., Blackburn, Lancs. Tel. 48170. [8342

AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes S.W.13 Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green N.W.11 Speedwell 4701-2

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0219

SPORTS CARS

S

SIMMONS OF CROYDON (Croydon 1537).

OFFER the following guaranteed cars from their stable:—

ASTON MARTIN International modified Le Mans, complete mechanical rebuild 1,500 miles back, high compression pistons, triple valve springs, high lift cam, outside exhausts, slab tank, fold flat and twin racing screens, quick change box, quick fillers, new hood and tonneau cover, all spot-on, actual show car of 1932 Olympia; £385.

ASTON MARTIN team car (LM.4) 2-seater, complete hood and tonneau, Le Mans exhaust system, 19in wheels, plated axle and track rods, etc., all new tyres, polished aluminium body, recent complete mechanical overhaul, goes like the clappers; £385.

AUSTIN Nippy, 1937, this car is indistinguishable from the Olympia show model and is unmarked and unscratched, as brand new; there is a new hood, tonneau, side curtains, all new tyres; the car is taxed until the end of the year and has been recellulosed B.R.G., and mechanically is absolutely faultless; this is indubitably the finest Austin Nippy anywhere and will win any Concours d'Elegance in this or any other country; £295.

BENTLEY 4½-litre 2-seater, 40-gal. slab tank, new coachwork, D box, recellulosed, reupholstered throughout, new carpets, new mohair hood, new tonneau, new Dunlops, battery and rechromed throughout, mechanically this 4½ cannot be faulted, and it is 100% in every possible way; £400.

SUNBEAM 3-litre open 2-seater sports, completely stripped, rebuilt and re-registered May, 1949 (£10 tax), recellulosed and reupholstered, new hood, tyres, fitted in our shops; £300.

HISPANO-SUIZA 37.2hp, first registered this country 1949, £10 tax, fully convertible 3 ways—drop head to completely open tourer, 8-seater, in superb original condition throughout having been maintained literally regardless of expense, recently completed £80 overhaul, and having been rewired throughout at an additional cost of £33; the 6 tyres are extremely good, as is every other refinement of this unparalleled example of class engineering, which must rate as one of the world's finest vintage specimens; £385.

HISPANO-SUIZA Boulogne 45hp ex-Peter Ustinov 5-seater saloon, in really excellent all-round condition, having a scintillatingly brilliant performance and having been recently tuned by Hispano expert; this classic carriage is second to none in existence; £185.

LAGONDA 2-litre (details too late for press).

WE are always interested in purchasing Astons, Lagondas, Bentleys, Isottas, Hispanos, Rolls and Mercurys, etc., for cash.

IN so far as is possible all correspondence is dealt with by return of post, and our representative will undertake to inspect anywhere in Gt. Britain by appointment.

SIMMONS OF CROYDON.

101A, Tamworth Rd., West Croydon.

CROYDON 1537. [5551

JAGUAR S.S.100 2½-litre, 1937, immaculate, very low mileage; £475.—Tel. Altrincham 4627/Manchester Central 6896. [5529

SPORTS CARS

BLAKES.

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co. Ltd.

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [1309

MERCURY offer

IN addition to their usual choice of super

MORGAN 3-wheelers, the following selection of cars, all in excellent condition.

1938 T type M.G. 2-seater, black, telecontrols, twin spares, excellent all-weather equipment; £365.

1940 Singer 9 4-seater roadster, fold-flat screen, large luggage boot, very smart; £345.

1937 Morgan 4/4 2-seater, engine rebuilt, resprayed and reupholstered, perfect car; £325.

1939 B.S.A. Scout 2-seater, resprayed maroon, new hood and tonneau cover, super condition; £315.

M.G. J2 2-seater, resprayed, perfect all-weather equipment, bills for £90 on extra special work; £245.

1934 Delage D6 saloon, 21hp, independent suspension, very good condition, taxed, 20mpg; £145.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [5950

B. & G. MOTORS offer:—

£235.—Morgan 4/4 1937 open sports 2-seater, in really sound order, a bargain.

£205.—Riley 9 Gamecock sports 2-seater, superb grey finish, excellent hood, knock-on wheels, mechanically exceptional.

£160.—Wolseley Hornet EW Special 12hp sports 2-seater, taxed, Daytona type chassis with knock-on wheels twin carb. engine, 4-speeds, etc., immaculate order.

£125.—Wolseley Hornet 12hp open sports 4-seater, maroon, lovely little engine, 4-speed gear box, knock-on wheels, fold-flat screen, good hood, really smart.

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. [5376

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock including:—

ALVIS 1934 drophead coupe, mechanically reconditioned, recellulosed dark blue with new grey coupe top, reupholstered throughout in finest grey hide, new carpets, all bright parts replated, all fillets repolished, a specimen car.

ASTON-MARTIN, 1934 1½-litre long wheelbase 4-seater tourer, in very good overall condition.

BENTLEY, 1926 Red Label, Corsica open 4-seater, bored and crank ground, new pistons, etc., June, 1950.

BENTLEY, 1928 4½-litre Gurney Nutting fixed-head coupe, really excellent chassis, replated, recellulosed and reupholstered, 5 new tyres.

SINGER, 1935 Le Mans 4-seater tourer, radio, new tyres and in exceptionally well-cared-for condition.

TALBOT, 1933 105 Speed model tourer; two owners, unused 1940-45, engine rebuilt by Jack Playford, Nov., 1950, at a cost of £145, gear box by specialist, January, 1951, at cost of £40 (and under guarantee for 12 months), brakes relined, 5 new tyres.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [5935

RICHARDS & BROWN offer:—

LEA-FRANCIS 2-litre saloon, December, 1935, £150; 4½-litre Bentley 2-seater, superb machine, £395; Invicta 100 mph drop head coupe, 1933, recelluosed black and cream, just fitted new clutch, rocker gear, auxiliary drive bearings, most attractive car in fine order, taxed, £450; Standard Big 9 saloon, one owner, very reliable and economic, £110; hire purchase, insurance and exchanges; wanted, good sports and vintage cars.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487. [5019

SPRINGBOK MOTORS offer:—

JAGUAR 100 1938, one owner (proprietor's own property), 100mph plus, P100 head lamps, new Wyresoles, chromium platform type luggage grid, polished Ace discs, fold flat and aero screens, new hood, cover and tonneau in maroon mohair, edged with white leather, car finished in pure white, immaculate condition throughout, holds Brooklands certificate for 105mph, £200 just spent on complete engine overhaul, and genuine mileage to date since new 32,000, was stored 10 years; £650.

JENSEN V.8 1935 4-seater, resprayed and rechromed, smashing appearance; £235.

LAGONDA 1934-35 4½-litre pillarless saloon, just had £80 overhaul, telecontrols, immaculate appearance, P100s, chrome excellent; £300.

WE urgently require sports cars and small saloons for cash.

SPRINGBOK MOTORS, 141-143, Green Lanes, Palmers Green, N.13. Tel. Bowes Park 5740. [5863

ACLAND & TABOR, Ltd., Welwyn 481 offer with three months' guarantee the following:—

1939 Hotchkiss Paris Nice saloon, in blue, blue leather, speedo 9,000 miles, as new, a truly magnificent road car; £1,050. [5542

AUSTIN Swallow coupe, excellently restored, sound running order, taxed, insured; £95 or offer.—Gebler, 45, Morden Hill, S.E.13. [5630

COUNTY 1950 Roadster 10hp 2-3-seater, sports aerodynamic body, elegant, unique, lively car, new; £625; enquiries invited.—605, King's Rd., Fulham, S.W.6. [5818

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

S. G. SMITH (MOTORS), Ltd., offer:—

1935 M.G. K.N. sports saloon appearance and mechanical condition of this popular sports car are exceptional; £295; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 285/287, Rye Lane, Peckham, S.E.15. New Cross 0460 [4706

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mai 6044 (10 lines) [0827

1949 Healey 2¼-litre Sportsmobile 4-seater drop head coupe, finished cream, 15,000 miles only, £1,695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3818

£275.—Lagonda 3-litre sports 4-door sun saloon, lovely car to drive, imposing appearance; hire purchase and insurance available.—Alton Garage, 17/19, Brook Mews North, Craven Rd., W.2. Padd. 3952. [5375

JAGUAR 3½-litre ex-Newsom specially prepared works car, in perfect condition, complete with over £250 of spares; will accept best offer over £500.—G. E. Matthews, 46, Gaynes Hill Rd., Woodford Bridge, Essex. Buckhurst 7000. [5088

100 mph 1½-litre Riley Sprite 2-str. sports, black, in exceptional condition, speedometer 21,000, spare just put on, this car is in almost new condition, delivered July, 1937; £650.—P. J. Whittick, Ashton Keynes, Swindon. [5531

SPRINT Special, 1922, 1,100 G.N. type sport, push rod ohv, bronze heads, external copper exhausts, four speeds, twin carburettors, new tyres, very attractive professionally built alloy body and wings, B.R.G., no lights, hood or screen, £10 tax; £90 o.n.o.—Salmon's Garage, Shepshed (2201), Leicestershire. [5124

S.S. sportsman's open 4-seater, fitted 1939 3½-litre Jaguar, reconditioned engine and gear box, a truly magnificent car, in showroom condition, fitted many extras and new tyres, over £300 spent by late owner to make this car an outstanding specimen and a joy to drive, £385.—22, Baron Grove, Mitcham Park, Surrey. [4121

FRAZER NASH 1932 Colmore 3-4-seater, Meadows 4 e.d. deflector engine, 40lb when hot, new hood and Lucas battery, good sidescreens, fine performance, 50mph in second, needs respray, fitted oil cooler and Zeiss bi-focal headlights; £185; also 1927 Arrol-Johnston 7-seater, in running order; £15.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5849

J. H. BARTLETT offers Alfa-Romeo 120mph Monza, £1,250; Alfa-Romeo 2.3 Mille Miglia; £875; Alvis very special 100mph Speed 20 2-seater; £495; Delahaye sports saloon; £1,150; Frazer Nash-B.M.W. very special type 45/328 saloon, £875; Frazer Nash-B.M.W. 326 saloon; £750, Healey 1950 Silverstone; £975; Healey 1948 standard saloon; £1,550; Healey 1947 special standard saloon; £1,350; Healey 1947 standard tourer, £975; Invicta 100mph low chassis 2-4-seater, choice of two; £650 and £450, Jaguar 1939, 3½ 100; £595; Jaguar 1937, 2½ 100; £475; Bugatti type 46 saloon; £550; Talbot 105 actual team car; £495, and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [5768

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3.—Allard 1949, late, streamlined 2-str., low mileage, very fast; Alvis Speed 25 1939 model sports saloon, works maintained, as new; Bentley 1935 sports saloon, 3½, immaculate car; Delahaye 1938 model 135M, 3 carbs., close coupled sports saloon; Fiat 500 fixed head coupe, 1939 model, 1 owner, as new, maroon; Healey, 1949 model, special streamlined fixed head coupe, low mileage, cost £2,750, one owner; Lagonda 2-litre Speed model 1932/3, probably best example in the country; Lancia Aprilia 1939 model Superleggaria-type streamline coupe, Lancia Artena 16hp Farina streamlined foursome coupe, registered 1940, immaculate, Talbot 110, ex-Mike Couper record car, completely rebuilt and road equipped; see Mercedes column.—Flaxman 0052. [2580

PERFORMANCE CARS, the Sports Car Specialists, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee: 1925 Bentley 24.8hp 3-seater, 3-litre chassis, 4½-litre engine, £375; 1928 Bentley 4½-litre tourer, £350; 1939 Morris 8hp 4-seater tourer, recond. engine, £335; 1935 Lagonda 4½-litre pillarless saloon, £325, 1930 Bentley Speed Six tourer, £280, 1934 Alvis Speed Twenty tourer by Vanden Plas, £270, 1932 Wolseley Hornet close-coupled 4-seater sports, £195; 1936 Auburn drop head foursome, £195; 1937 Renault 18hp drop head foursome, £185; 1934 Standard 10hp 2-seater, rebuilt, £185, 1933 Alvis 12hp Firefly saloon, £145; 1925 12/40 Alvis tourer, £95; 1923 Rolls-Royce 21-6 tourer, rough, £100, see also under Ford V.8 and Riley; part exchange, hire purchase, immediate insurance on any car, R.A.C. and A.A. inspection welcomed. [5524

Sports Cars Wanted

R

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [5772

PERFORMANCE CARS of Daleham Mews, Belsize Lane N.W.3 (Ham. 1111).—The sports cars specialists, buy sports cars for cash immediately. [5899

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

1935 S.S.1 20hp d.h. foursome, 53,000 miles, 1 owner, exceptional condition; £250 o.n.o. or exchange roomy saloon.—King, Old Hall, near Ware. [5443

£275.—S.S.1 saloon, 16hp, late 1934, reconditioned 1950, including clutch, gear box, battery, carburettor, respray.—Nuttall, Red Cottages, Stephall Lane, Broadwater, Stevenage, Herts. [5453

S.S. Cars Wanted

ROWLAND SMITH'S the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

STARNES MOTORS offer:—

£495.—Standard 8hp saloon, July 1947, one owner, grey, with blue upholstery, excellent order.

STARNES MOTORS, Standard Sales & Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5238

1946 Standard 8 tourer, grey, blue leather, a fast smart outfit; £415.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4058

1939 Standard 8hp saloon de luxe, black with brown leather; £355.

VANDERVELLS (BUYERS OF GOOD USED CARS), 215, Haverstock Hill, N.W.3. Primrose 4441. [5717

1948 Standard 8 saloon, fawn, excellent order, any exam., taxed; £545.—Below.

1946 Standard 8 tourer, grey, blue leather, unmarked, many extras, any exam.; £465.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5959

GOLDERS Green.—H. A. Saunders, Ltd. 1947 Standard 8 tourer, black.—Speedwell 0011. [5427

1947 Standard 8 saloon; £485.—Blue Star Garage, 617 Finchley Rd., N.W.3. Ham. 2254. [4616

£350.—Standard 8 1939 sln., leather interior in exceptional condition, original throughout, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [5120

1947 Standard 8 saloon, grey, blue leather, low mileage; £525.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5290

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £395.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

1947 Standard 8 tourer, excellent condition, reconditioned engine, 3,000 miles, new battery, retread tyres, taxed, offers over £525.—Leitch, Woodlands, Bodicote, Banbury. [3693

£525.—1948 Standard 8 tourer, most beautifully maintained and still looks and runs like brand new, only one ownership, 8,000 miles, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5680

STANDARD 8 de luxe saloon, late 1938, 1939 model, painted black, blue leather, good tyres all round, mechanically sound, £295.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington station). Ambassador 1061-2. [4089

445 gns.—Standard 8, 1946, tourer, grey, blue leather, small mileage, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5630

NAYLOR & ROOT, Ltd.—1946 Standard 8 drop head coupe, black, beige interior, very carefully maintained and serviced throughout, excellent value, £465; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each weekday, including Saturday. [5436

STANDARD 9

GOLDERS Green.—H. A. Saunders, Ltd. 1939 Standard 9 saloon.—Speedwell 0011. [5421

1939 Standard 9 saloon; bargain £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5892

1939 Standard 9 saloon, excellent throughout, resprayed, rechromed, exchange for similar 8hp drophead or sell; £360.—5, Regent St., Watford. [5817

STANDARD 10

1935 Standard 10 saloon, excellent condition throughout; 189gns.—McColl. Tel. Arnold 7917. [4972

245 gns.—1937 Standard Flying 10 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd. Balham 1509. [5675

1937 Standard 10 saloon, excellent condition, recently rebored, repainted; £290.—Edge Lindfield, Shalford Rd., Guildford. Tel. 5981 (evening), Derwent 6611/10 (daytime). [5083

STANDARD 12

CAR MART, Ltd.

1948 Standard 12 coupe, 9,000 miles; £945.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5872

GLANFIELD LAWRENCE offers:—

1947 Standard 12hp drop head coupe, grey, excellent condition; £750.—407, High Rd., N.12. Finchley 0091. [4744

GORDON CARS (LONDON), Ltd.—1947 Standard 12hp saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5800

1946 Model Standard 12 drop head coupe, black with red leather interior, a most attractive dual purpose car, very fine condition throughout; £695.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5698

1947 Standard 12 de luxe saloon, colour black, excellent condition throughout; £745.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0896. [5319

1934 Standard Avon Special 12hp 4-seater, full weather equipment, recond. engine and gear box, modern appearance, carefully maintained; bargain at £240.—Box 0017. [5665

£355.—Flying Standard 12 de luxe saloon, the most immaculate and beautiful looking car which anyone on inspection could possibly believe is 13 years old, excellent mechanically, good tyres, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5681

£375.—1938 Standard 12 de luxe saloon, leather upholstery, recellulosed, perfect engine just overhauled, new battery, good tyres, 33,000 genuine miles under two owners and carefully used.—Stanley, 122, Caterham Ave., Barkingside, Ilford. [5847

STANDARD 14

STARNES MOTORS offer:—

£765.—Standard 14hp saloon, black, with red leather, June 1948, one owner, excellent condition.

STARNES MOTORS, Standard Sales & Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5239

HAROLD RADFORD & CO., Ltd.

1947 (April) Standard 14 drop head coupe, 26,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5225

1948 Standard 14hp saloon, black with beige leather; £785.

VANDERVELLS (BUYERS OF GOOD USED CARS), 215, Haverstock Hill, N.W.3. Primrose 4441. [5716

1938 Standard 14 touring saloon de luxe, well maintained, ideal family car; £350.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4033

1946 Standard 14 saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [5209

1937 Standard 14 saloon, black; £225.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel Euston 6507 and 1520. [4450

1947 Standard 14 saloon, one owner, excellent condition; £750.—Ward's Service Garage, Tunbridge Wells. Southborough 900. [5930

1947 Standard 14 saloon, black with brown upholstery, nominal mileage, one owner since new, in immaculate condition; £695.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [5348

1939 Standard 14hp drophead coupe, black, mechanically perfect, radio, new engine installed 9 months ago, any trial; £425.—175, Lonsdale Ave., East Ham, E.6. Tel. Grangeworth 3871. [5948

STANDARD 20

1938 Standard Flying 20 de luxe saloon, radio, guaranteed; £240; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [4619

STANDARD VANGUARD

STARNES MOTORS offer:—

£975.—Standard Vanguard saloon 1949, black, blue leather, and car heater, excellent condition.

STARNES MOTORS, Standard Sales & Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5237

DICKS CAR SALES offer:—

1949 Vanguard saloon, leather upholstery, radio and heater.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5719

TOM GARNER, Ltd., offer:—

1949/50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4332

ACE SERVICE STATION (LONDON), Ltd., offer:—

VANGUARD 1949, green saloon, green leather, 9,000 miles; £985.

ACE SERVICE STATION (LONDON), Ltd., North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5668

1949 Standard Vanguard, leather upholstery, one owner; £975.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5785

1949 Standard Vanguard saloon, metallic grey with blue leather interior, heater, radio, etc.; £1,095.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds. north of Tally Ho! Corner). Hillside 0024. [5068

1949 Standard Vanguard saloon, unquestionable condition.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [5214

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, grey, red, excellent.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5799

1949 (October) Vanguard, black, 8,000 miles; £1,035.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [5485

1949 (August) Standard Vanguard grey saloon, one owner, 8,000 miles, red leather, radio, heater, private sale; £1,025.—82, Tring Rd., Dunstable 393. [5142

1950 (February) Vanguard, silver with red leather upholstery, 6,000 miles only, £1,150; also a 1949 at £925.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [4740

£995.—1950 series Vanguard saloon with over £60 worth of extras, including radio, heater and de luxe leather upholstery, a small mileage Vanguard in superb order throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part-exchanges, free delivery; showrooms open from 8 a.m. to 8 p.m. Mondays to Saturdays. See our full page advert. in this issue (page 51). [5506

ROSE & YOUNG, Ltd., offer: 1949 Vanguard, fitted heater, leather upholstery, black; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5887

1949 Standard Vanguard saloon, green, red leather, radio, heater and sunshine roof, 18,000 miles, new Dunlop tyres, exceptional car; £975.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4103

1949 (August) Vanguard saloon, finished black, red leather, 11,000 miles only, choice of two; one at £1,050, the other £1,085.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5546

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many A. Standard 8s. 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196 King's Rd., S.W.3. Tel. Flax. 4601-3.

Standard Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454.

RSROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

IURGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

STANDARD 8 foursome d.h. coupe 1939 wanted.—Hamilton, 112, Posterhill Rd., Bedford. [5490

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15 [0181

CASH buyers of low-mileage Standard 12s, 14s. Vanguards; distance no object.—Hattons, Lord St., Southport. Tel 2268. [0601

CC. A. PETO, Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3. [5191

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 26827-8. [0216

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange.—Tel Gla 2480. [0431

BEFORE finally deciding consult Lamb's, Ltd., of Woodford, Essex. Wanstead 0123 (8 lines). London Buying Office, 16, Berkeley St., W.1. Mayfair 7654 (ext. 111). [5736

Standard Spares and Service

S & TSTANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17 [0522

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD spares for all models, largest provincial stockists.—Hollingrake Automobile Co., Ltd., Blackpool (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 33221). [0359

STANDARD spares, all models from 1935, replacement units, complete overhauls, reclining seats.—Puttocks Garage, Alexandra Terrace, Guildford. Tel. 5391. [6210

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5466. [0475

BROCKHURST GARAGE.—Harrow agents for Standard and Triumph, sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANCASTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151-4. [0296

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [6367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months. Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906-9. [0002

STUDEBAKER

COACHCRAFT offer:—

£145!—1936 Studebaker Dictator shooting brake, excellent running order, attractively proportioned and well-built body, good tires, brand new heavy duty 12-volt battery; A.A. or R.A.C. examination if desired.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5409

1948 (August) Studebaker Champion 2-door sports saloon, 17,000 miles, radio, heater, overdrive, beautifully maintained.—J. F. Crawley, 46, Kensington Court, W.8. Western 6015. [5651

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903.

SUNBEAM

1935 Sunbeam Speed 20 saloon, 100% mechanical condition, body and interior perfect, any trial; sacrifice, £200.—Clayden, 19, Canal Gardens, Ilford, Essex. [5082

SUNBEAM-TALBOT

1947 10hp saloon, gunmetal grey, 18,000 miles (one owner), chaffeur kept, perfect condition, wireless; £700.—Box 0025. [5706

SUNBEAM-TALBOT

CAR MART, Ltd.

1946 Sunbeam-Talbot 10hp coupe, 19,000 miles; £795.

1947 Sunbeam-Talbot 10hp tourer, 8,000 miles; £850.

1948 Sunbeam-Talbot 2-litre saloon, 13,000 miles; £1,025.

1949 90 Sunbeam-Talbot 80 saloon, 3,000 miles; £1,290.

1950 Sunbeam-Talbot 90 saloon, heater, 8,000 miles; £1,225.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [5695

BOON & PORTER, Ltd.

1949 (May) Sunbeam-Talbot 90 saloon, 15,000 miles, one owner, black, uncratched; £1,250.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5396

BROOKLANDS for Individuality.

1949 Sunbeam-Talbot Model 90 saloon, black, brown leather, fitted heater, speedometer reading 7,000 miles.

103 New Bond St., London, W.1. Mayfair 8351/6. [5367

GLANFIELD LAWRENCE offer:—

1948 Sunbeam-Talbot, black, radio, excellent condition; £865.—407, High Rd., N.12. Finchley 0091. [4743

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, black, buff leather, 12,000 miles.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5557

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, genuine 11,000 miles, H.M.V. radio, immaculate condition; £1,225; another at £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3852

GOLDERS Green.—H. A. Saunders, Ltd. 1950 d.h. 4-str. coupe 90, bronze/grey.—Speedwell 0011. [5429

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 90 saloon, brown, excellent order.—Below.

GORDON CARS (LONDON), Ltd., 1947 Sunbeam-Talbot 10hp saloon, black, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5602

7000 miles.—A 1947 2-litre Sunbeam-Talbot drop head coupe, in every respect equal to new; £1,000.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4315

1949 (August) Sunbeam-Talbot 80 saloon, satin bronze, red leather, genuine 6,000 miles, unscratched and as brand new; £1,195.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. S.S. 42456. [5612

1940 (reg.) Sunbeam-Talbot 10hp de luxe tourer, colour polychromatic copper, maroon leather upholstery, carefully maintained; 429gns.

RAYMOND WAY of Kilburn, Hire Purchase Specialist, has 200 good used cars under £400. Maida Vale 6044. [5899

CC. A. PETO, Ltd., 1946 (July) Sunbeam-Talbot 2-ltr. saloon, black, 10,000 miles, one owner, immaculate condition; £925.—42, North Audley St., W.1. Mayfair 3051. [5752

1946 Sunbeam-Talbot 10 saloon, excellent mechanical condition, good tyres; bargain £675.—Stadium Autos, 178, New Barn St., E.13. Ala. 5366. [5672

1939 Sunbeam-Talbot 4-litre saloon, metallic grey, mechanically first-class, a comfortable car with a terrific performance, one owner.—Box 0067. [5652

1949 Sunbeam-Talbot 80 saloon, satin bronze, low mileage, as new throughout, one owner, £1,200.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [6656

SUNBEAM-TALBOT 80 saloon (1949, Aug.), genuine low mileage, green with brown leather, taxed, perfect condition.—Tice & Son, Ltd., 725, Wimborne Rd., Bournemouth. Winton 2000. [5129

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, black, grey leather, fitted radio, etc., whole car in exceptional condition and most outstanding mechanical order, £875.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, granite grey, grey leather, one very careful owner since new, coachwork and interior unmarked, taxed half duty, £775.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports roadster, 1946, a genuine little sparkler, coachwork, interior and hood in first-rate condition, fast and lively engine, very economical performance; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, a very special car which has been reconditioned mechanically right throughout, all components used ex-makers, a very pretty car in appearance with clean dark blue cellulose and leather to match; £550.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938/9, in good clean condition for the year, attractive mist green bodywork; £435.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue; easy and confidential hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open from 9 a.m. to 9 p.m. Monday to Saturdays inclusive. See our full-page advert. in this issue (page 51). [5511

1939 Sunbeam-Talbot 3-litre coupe, £10 yearly tax, cream, maroon, new red woollen upholstery, cocktail bar, reconditioned engine, new brakes £175 overhaul under progress, invoices available; £425 write or 'phone.—Flying Officer Webb, R.A.F., West Drayton. Tel. 2631. [5626

Sunbeam-Talbot Cars Wanted

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5391

Sunbeam-Talbot Cars Wanted

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

RROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 38, Upper High St., Epsom 9400 [5595

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0602

3-litre Sunbeam-Talbot 1939 or 1940 wanted, must be in really go-d condition throughout.—Write H. N. C.-B., Winchcombe Abbey, near Cheltenham, Glos. [4254

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd. The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365

TALBOT

BROWN'S for Talbots.

1938 Talbot 3-litre saloon de luxe, H.M.V. push-button radio, recent £200 overhaul, immaculate condition, £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4436

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars column. [3579

1938 Talbot 10 de luxe saloon, excellent, guaranteed; £350; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5970

1938 3-litre Talbot sports saloon, colour gunmetal, maintained and serviced by us since new, a most outstanding example of this model £610.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4315

FOR Sale.—1934 Talbot 105 sports tourer, just reconditioned, repainted and new hood, smart appearance and high performance, seen London, Cambridge or Oxford; £250 or offers.—Box 8796. [5070

£400.—1936 Talbot 105 in very good condition, brakes and steering recently overhauled, new battery and tyres.—North's Garage, Copers Cope Rd., Beckenham, Kent. Beckenham 6364. [6001

1936 Talbot 105-litre tourer; this is a genuine one-owner car, mileage 50,000, engine overhauled 1946, body just recellulosed, rehooded and new screens, a very attractive car; £400.

A. A. CLARK, Ltd., Frances Rd., Windsor. Tel. 1150 [577

1937 Talbot 14hp saloon, black with red hide upholstery, engine recently overhauled, very smart car, only wanted £375.—Seldon Rd Garage, Seldon Rd., South Croydon. Croydon 5470. [5655

325gns.—Talbot 75 1936 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5625

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

WANTED, Talbot 75 or 90, 1935-6 special sports saloon.—O'Connor, Thackerays Lane, Nottingham. [6007

WANTED, privately owned 1937 Talbot 10 saloon, state by letter condition and price.—Elam, 65, London Rd., King's Lynn. [5820

Talbot Spares and Service

GEAR boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe. Tel. Add. 2951. [0782

TERRAPLANE

1935/36 Terraplane 21 drop head coupe, leather, immaculate, guaranteed; £255; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [4729

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 saloon, 15,000 miles; £1,275.

1948/9 Triumph 1800 saloon, 11,000 miles; £1,195.

1948 Triumph 1800 Roadster, radio, 5,000 miles; £1,195.

1949 Triumph 2000 Roadster, 7,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5684

NEWNHAMS, Ltd.

1947 Triumph 1800 roadster, grey with blue, low mileage.

1938 Triumph 14hp Vitesse saloon, black with brown, moderate mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646 [4410

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

TOM GARNER, Ltd., offer:—

1950 Triumph 2-litre Renown saloon, gunmetal with grey leather, 7,000 miles
TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4328

BROOKLANDS for Individuality.

1949 Triumph Model 2000 Razor-Edged saloon, black beige leather, fitted radio, speedometer reading 7,000 miles.
1949 Triumph Model 2000 Roadster, black, red leather, fitted radio.
103 New Bond St., London, W.1. Mayfair 6351/6. [5368

PHILIP RICKARDs, Ltd., offer:—

1949 Triumph razor edge saloon, grey, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5858

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph Roadster, one owner, grey, excellent condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5855

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 roadster, black, red leather 5,000 miles.
WARWICK WRIGHT, Ltd., 150, Bond St., W.1. Mayfair 9761. [5556

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 roadster, excellent condition; £935.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [4717

£165.—1934 Triumph 10hp Gloria sports saloon, special offer. Below.
£335.—1937 Triumph 14/4 Vitesse sports saloon, excellent runner, smart appearance; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4708

1938 Triumph Dolomite 14hp saloon, black, in very good condition; £425.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [2185

1949 Triumph 2000 roadster, grey with red leather, as new; £895.—Below.
1948 Triumph razor-edge saloon, black, 22,000 miles, excellent condition; £985.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4571. [4412

TRIUMPH roadster, Dec., 1947, black, mileage 38,000, immaculate condition, one owner; £825.—Box 0064. [6003

1948 Triumph 1800 Roadster, one owner, 20,500 miles, grey/blue finish, splendid condition, £875.
A. A. CLARK, Ltd., Frances Rd., Windsor. Tel. 1130. [5777

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, green, red leather, radio, many extras.—Below.
GORDON CARS (LONDON), Ltd.—1947 Triumph 1800 roadster, grey, attractive condition.—Gordon House, 373 Euston Rd., N.W.1. Euston 6611. [5801

1949 Triumph 2000 R.E. saloon, gunmetal, grey leather, 6,000 miles, spare unused, one owner, choice of two.
RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5740

1948 Triumph 1800 roadster, grey, blue leather, 13,000 miles, perfect condition; £935.—39, Wick Hall, Hove 31242. [5081

600 miles.—1949 Triumph Roadster, 2,000cc.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5476

1947 Triumph 1800 roadster, radio, heater, licensed year; £825.—Ward's Service Garage, Tunbridge Wells. Southborough 900. [5929

1949 Triumph Roadster 2000, 9,000 miles, beautiful condition; £1,095.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [5662

CASS'S MOTOR MART, 1939 Triumph 14/60 Dolomite sports saloon, radio, exceptional written guarantee.—5 Warren St. W.1 Euston 3523 [9181

1948 Triumph Roadster, grey, blue leather, 15,700 miles, Radiomobile and numerous extras, ex condition; £895.—Candor Motors, Colchester. Tel. 2464 [4585

1939 Triumph Dolomite 14/4 drop head foursome coupe, excellent, guaranteed; £455. payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5968

1947 Triumph razor edge saloon, 18,000 miles, new tyres, radio, exceptional condition; £925.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4942

1939 Triumph Dolomite saloon, post-war condition; £495.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5232

1947 Triumph 1800 razor edge saloon, grey, grey interior, 17,000 miles only, very carefuly maintained; £975.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St., Sutton, Surrey. Vig. 1121. [6025

ROSE & YOUNG, Ltd., offer: 1948 Triumph roadster, good condition, £845.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [3785

1949 Triumph 2000 Roadster, grey/grey leather, fitted radio and heater, low mileage; £1,050.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd. Woking 1282. [4259

1947 Triumph Roadster, metallic grey, 14,000 miles, one owner, new tyres, perfect condition mechanically and externally; £850.—Fielden, Holside, The Parks, Minehead, Som. [5829

895 gns.—Triumph 1800 April, 1948, Roadster coupe, maroon, fawn leather, Windtone horns, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.
750 gns.—Triumph 1800 November, 1946, Roadster coupe, black, maroon leather, Windtone horns, carefully used, excellent condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [5643

TRIUMPH

£425.—1938 Triumph Dolomite sportsman's saloon, black, blue hide upholstery, ex. tyres, immaculate condition throughout.
MAKIN & HARRISON (MOTORS) 482-6, High Rd., Chiswick. Chiswick 0558-2619 [9197

£450.—Triumph Dolomite 14hp de luxe saloon, recellulosed, repaated and rebored, excellent condition throughout, fitted radio.—Write Body 10, Grays Inn Rd., London, W.C.1 Holborn 5581. [5257

1948 (October) Triumph 1800 saloon, one owner from new, low mileage, immaculate condition, £1,125, exchanges and hire purchase.—B. & H. Motors, 1464-8 High Rd., Whetstone, London, N.20. Hillside 6671-2 [4839

1948 Triumph 1800 razor-edge saloon, finished grey H.M.V. push-button radio, spotlight, immaculate; £1,050.—Hendon Central Garage, Ltd., 44/46, Watford Way Hendon Central, N.W.4. Tel. Hendon 1423-4 [3514

1947 Triumph Roadster, grey, maroon mohair hood, new heater, body unscratched, mileage approximately 40,000, new engine just fitted, brakes relined, new shock absorbers, whole car in perfect order; £845.—New Radiomobile optional at £25, cost £32; terms, exchanges.

ROSS MOTORS, Ltd., Regent St., Hinckley. Tel. Hinckley 558. [5735

Triumph Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15 [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St Martin's Lane, W.C.2. Tem. 3588. [5461

TRIUMPH 1800 Roadster urgently required; immediate settlement.—Robinson, 184 West End Lane, N.W.6. Hampstead 7327. [5493

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

TRIUMPH 1800 or 2000 roadster or saloon wtd., mileage, price to—82, Framingham Rd., Sale, Ches. Tel. Sale 3803 between 6 and 8 p.m. [5096

BEFORE finally deciding consult Lamb's, Ltd., of Woodford, Essex. Wanstead 0123 (8 lines). London Buying Office, 16, Berkeley St., W.1. Mayfair 7654 (ext. 111). [5737

Triumph Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grilles.—Newnham House 235-7-9 Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel 4464); and Prince's Drive, Colwyn Bay (Tel 3322) [0355

UTILITY CARS

DICKS CAR SALES offer:—

1937 Ford 30hp utility, fitted special coachbuilt body; £325
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9 [2815

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Austin A40 7-seater utility, 15,000 miles; £825
JOE THOMPSON (MOTORS), Ltd., 97, Pulham Rd., South Kensington (next to Michelins). Ken. 4858. [5307

1948 (December) Bradford Utility, four seats, in excellent condition; £450
FERRARIS OF CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway N W 2 Gla 2234 [3796

UTILITY Standard 14hp, very smart coachwork in grained wood and beige, reg. 1947 (£10 tax); £425.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177 [5172

1949 Bradford de luxe utility, one owner, 13,000 miles, as new, guaranteed; £595.—Below:—
1949 Bradford utility, one owner, low mileage, as new, guaranteed; £525
G W WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241 [5175

1950 Bradford utility 9,000 miles, radio, perfect; £575.—Hutcheon, 12, Thirlstone Rd., Luton. [5002

1939 Chevrolet coachbuilt utility, new tyres, etc., at present at coach painters; £325; reasonable offers considered.—Box 8876. [5272

PACKARD utility, new body just fitted, reconditioned chassis, new tyres, bargain; £350.—A.Z. Motors, Palmerston Rd. N.W.6. Mai. 4723. [5895

1947 Bradford utility, 6 seats, excellent condition throughout; £375.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 Euston 2700 [4735

1948 Jowett Bradford utility, olive green, small mileage, showroom condition; £440.—Buntings, Jowett main agents Harrow 1908. [3723

MORRIS 10 ex-W D personnel utility, good condition unregistered, £255.—Jacquier Ltd. 225-7 Hammersmith Rd W.6 Riverside 6677-8. [9171

COUNTRYMAN estate car 1948 (June), Austin 16hp. one owner, well maintained.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5840

UTILITY CARS

WOLSELEY shooting brake, 1939, 25hp, in first-class condition, detachable seats for 8-9 passengers.—Sirett, Bulmershe Court, Earley. Reading 61410. [5105

WALTER SCOTT, Ltd.—1949 Jowett Bradford de luxe utility, 10,000 miles, as new, £545.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914 [4474

STANDARD estate car, June, 1949, 2-door conversion type with bench seats front and rear, 12,200 miles.—Will Short, Ltd 2-4, St. Cross Rd., Winchester (Tel. Win. 2396). [4810

275 gns.—Ford V.8 1937 (registered 1938) 30hp 8-seater utility, grained timber body, glass all round, removable rear seats, very good condition; terms, exchanges.—Rowland Smith, below.
245 gns.—Jeep utility (Willys), registered July, 1946, fitted 4-door 6-seater timber body, glass all round, drop tailboard, removable rear bench seat, spare wheel, good condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5645

1950 Lea-Francis 14hp utility van de luxe, maroon and natural wood, 4,000 miles only, i.f.s., in exceptional condition throughout, written guarantee; £995.—S Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad 3075-6 [3469

Utility Cars Wanted

POST-WAR utility wanted, 10-16hp.—G. S. Hall, 302, King St., W.6. Riverside 2881. [4511

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St (Hampstead Tube) Ham 6041 [0985

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

VAUXHALL 10

1939 Vauxhall 10 saloon, in exceptionally good condition throughout; £450.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N W 2 Gla. 2234 [2811

£398 Vauxhall 10 1940 sln., leather interior, sliding roof, excellent mechanically; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [5121

1938 Vauxhall 10 saloon de luxe, black, brown hide upholstery, smart car on good chassis, £385.
MAGDALEN MOTORS 511, Trinity Rd., Wandsworth Common Battersea 5573. [4035

1947. 23,000 miles, good condition, available after March 31; owner going abroad.—Box 0060. [5989

1946 Vauxhall 10 saloon, black, brown hide, excellent condition throughout; £600.—128, High St., Whitton. Pop. 7020. [5487

1939 Vauxhall 10 saloon de luxe, black, brown hide upholstery, good appearance, genuine model of these very renowned cars, £425.
MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common Battersea 5573 [4036

1947 Vauxhall 10 de luxe saloon, exceptionally nice condition; £625; no traders; h.p. terms if required.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5340

VAUXHALL 12

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Vauxhall 12 saloon, colour blue, brown upholstery, radio, 19,000 miles, one owner; £785.
MARLBOROUGH Works, Kenton, Middlesex. Wordsworth 5656 & 3658. [5852

GOLDERS GREEN.—H. A. Saunders, Ltd.—1948 Vauxhall 12hp saloon, radio, heater. Speedwell 0011. [5431

CASS'S MOTOR MART.—1948 Vauxhall 12 saloon, blue, 20,000 miles, immaculate; written guarantee.—5, Warren St., W.1. Euston 3523 [4994

1948 (Feb.) Vauxhall 12hp de luxe saloon, 16,000 miles, perfect: £660.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5590

VAUXHALL 14

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, fitted new engine, superior car; £495.—Below.
1937 Vauxhall 14 saloon, one careful owner; £325.
DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn Maida Vale 6888-9. [2816

1938 Vauxhall 14 saloon, very sound throughout; £335.—Below
1934 Vauxhall 14 drop head coupe, genuine mileage 20,000, one owner, surprising condition; really a bargain at £275.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5481

195 gns.—1936 Vauxhall 14 black saloon, good condition.—Autoships, 5, Balham High Rd., Balham 1509. [5673

14 hp Vauxhall ('34) Grosvenor F.H. coupe; £275; superb condition, any investigation.—Holmes, May. 1608. [6011

1937 Vauxhall 14 fixed head coupe, 2 owners; £275 or offer.—King's Motors, 1, High St., Hounslow. Tel. 3532. [5350

295 gns.—1937 Vauxhall 14 4-door de luxe saloon, excellent condition; also 1938 touring saloon, 325gns.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5732

1937 Vauxhall 14 4-door de luxe saloon, black, excellent condition, upholstery blue leather, beautiful running, taxed to Dec. 31; £325.—R. Meer, 912 London Rd., Thornton Heath. Tel. Tho. 1681. [6023

1947 Vauxhall 14hp J-type saloon, blue, brown hide, one owner, 30,000 miles, specimen condition throughout; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5764

1936 (Feb.) Vauxhall 14 de luxe saloon, black with blue leather, taxed, no corrosion, tyres almost new, very exceptional chassis and bodywork, 1939 condition; £267/10.—348, King St., Hammersmith. Riverside 2837-8. [4742

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14hp saloon, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5811

VAUXHALL 1947 model 14, black, brown leather, mileage 24,000, fitted radio, heater, spot lamp, etc., taxed year; £800 or exchange late model Hillman.—Bull Hotel, Ewhurst 47. [5815

750 ens.—1947 (October) Vauxhall 14hp J.I.B. de luxe saloon, black, brown hide, superb condition, taxed, £265 deposit, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [1912

145 ens.—Vauxhall 14/6 1934 4-door saloon, black, green wheels, leather upholstery, radio, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5632

TANKARD & SMITH, Ltd., offer 1939 Vauxhall 14 J2 saloon in black with brown leather, an immaculate car in above average condition mechanically, £525; also 1938 14hp Tickford d/h. lounsome coupe in metallic gold with red leather, whole car in faultless condition throughout, any trial, £465; also 1958 14hp saloon in grey with blue leather, much above average condition in every way, £425, three months written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5188

VAUXHALL WYVERN & VELOX

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4464.

1949 Vauxhall Wyvern saloon, colour black, cloth upholstery, loose covers, immaculate condition; £900.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4464. [9764

CAR MART, Ltd.

1949 Vauxhall Velox saloon, heater, 7,000 miles; £985.—Car Mart, Ltd., 300, Euston Rd., N.W.1. Euston 1212. [5868

TOM GARNER, Ltd., offer:—

1950 Vauxhall Velox saloon, grey with red leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4333

DICKS CAR SALES offer:—

1949 (Oct.) Vauxhall Velox saloon, fitted radio and heater, really as new.

DICKS CAR SALES, Ltd., 565-601, High Rd., Kilburn, Maida Vale 6888-9. [3718

WARWICK WRIGHT, Ltd., offer:—

1949 Vauxhall Velox saloon, green, green leather, 9,000 miles.

1949 Vauxhall Velox, black, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5562

1949 (December) Vauxhall Velox, small mileage, as new.

OTHER Vauxhall models and other makes of used cars in stock.

LAWSON PIGOTT MOTORS, Ltd., 320, King St., Hammersmith W.6. Tel. Riverside 4111. [3803

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Vauxhall Velox, 9,000 miles, radio; £995.

1949 Vauxhall Velox, 7,000 miles; £1,095.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4957

1948 (November) Wyvern saloon, absolutely immaculate, 17,000 miles; £675.

HILLINGDON MOTORS, 525-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [5551

1950 Vauxhall Velox saloon, grey with grey interior, 8,000 miles; £1,095.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [5067

1950 Vauxhall Wyvern saloon, black with brown interior, 6,000 miles; £1,025.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [5073

GOLDERS GREEN.—H. A. Saunders, Ltd.—1949 Vauxhall Velox saloon, 12,000 miles. Speedwell 0011. [5433

1949 Vauxhall Wyvern, amethyst blue, grey cloth, an immaculate and carefully maintained one-owner car; £885.—Below

1949 Vauxhall Velox, 6,000 miles; £965.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5509

1950 Model Vauxhall Velox saloon, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5474

1950 Vauxhall Wyvern saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5473

14000 miles.—1949 (Jan.) Vauxhall Velox saloon, black, radio, new tyres.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [5644

1949 Vauxhall Wyvern saloon, in excellent condition, colour black, any trial, £1,000 miles; £880.—Houghton & Whitmore (Glos.), Ltd., London Rd., Gloucester. Tel. 22251. [5998

1949 (December) ex-covenant Vauxhall Wyvern 12 saloon, black, absolutely indistinguishable from new; £890.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9582

IMMACULATE 1949 (April) Vauxhall Wyvern saloon, grey, with grey interior, heater, fog lamps, one owner, delightful performance, thoroughly recommended; written guarantee; £915; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5563

1950 Vauxhall Wyvern 12hp saloon, 6,000 miles, one owner, grey metallic, brown leather upholstery, wireless and heater, used most carefully by gentleman; faultless, immaculate car, now nicely run in; comfort with economy; price £1,075.—Church Road Eng. Co., Ltd., Distributors, Hadleigh, Essex. Tel. Nos. 58474-57127. [4829

VAUXHALL WYVERN & VELOX

5600 miles.—1950 (Jan.) Vauxhall Wyvern saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [5641

VAUXHALL 20

179 ens.—Vauxhall 20 4-door drop head coupe, excellent condition, paint poor.—Autosnips, 5, Balham High Rd., Balham 1509. [5674

VAUXHALL 25

1938 Vauxhall 25 saloon, very carefully maintained.—Autowork (Winchester), Ltd. Tel. Winchester 4654-3406. [5211

LIMOUSINE 1936 25hp, partitioned, widest occasionals, leather upholstery, black, nice order, ready service, £795.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair 2941. [5335

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4/6, Berkeley Sq., W.1. Grosvenor 4328. [0017

£235.—1937 Vauxhall 12 de luxe saloon, black, clean brown hide interior, below

£145.—1934 Vauxhall Vitesse open 2/4-seater sports, special offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. [5491

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1946 Vauxhall 12, bodywork in good condition, brown leather, mechanically sound.

1948 Vauxhall 14, 22,000 miles, one owner, black, brown leather upholstery, perfect mechanical condition.

1949 Velox, 8,000 miles, body black, brown leather upholstery, absolutely as new.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5735

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737. Gregory's of Uxbridge.

1939 Vauxhall de luxe saloon, immaculate condition, one of the best mechanically that we have had to offer; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5685

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

CMTS

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6, Berkeley Square, W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

URGENTLY required, 1948 Vauxhall 14hp saloon, must be of low mileage.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [3147

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5569

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0752

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 5903. [0674

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5460

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fro. 0065. [0679

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-392, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494/5/6. Stores: Liberty 6568. 'Grams Autospare, Wimble, London. [0633

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 151. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0381

Vauxhall Spares and Service

K. J. MOTORS Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Ray 5456-7-8-9 [0793

REPAIRS! Recondit. exchange suspensions (complete pair 10, 12, J, £15; DX, £17/10; 25hp, £23; Bedford), reconditioned gear boxes, shock absorbers.—Fyt, 2647, 10, Winchester Mews, N.W.3. [0244

VAUXHALL EXCHANGE SERVICE.—Exchange your broken or worn differential, gear box or front suspension for a guaranteed reconditioned service unit; all models, 10, 12, 14, 25hp.—Farleigh Garages, Ltd., 142/144, Stoke Newington Rd., London, N.16. [9834

VETERAN CARS

WELHAM, veteran car specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1573, buy and sell. [0301

VOLKSWAGEN

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Volkswagen, r.h.d., saloon; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [4955

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Sole distributors for Great Britain. Sales service and spares [0375

1947 Volkswagen, 40 mpg. one owner, 20,000 miles, 1151cc, excellent condition, £410; view by appointment.—4, Firtree Close, Epsom Downs (nr. Drift Bridge). [5534

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1947 Wolseley 14 black, brown leather upholstery, 27,000 miles, one owner, immaculate condition.

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1949 Wolseley Six Eighty saloon, black with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter Street, Manchester, 2. Blackfriars 9265-6. [4337

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WOLSELEY 14hp saloon, reconditioned throughout; £575.—407, High Rd., N.12. Finchley 0091. [5535

D. J. SHEPHERD & Co. (Enfield), Ltd.

1939 Wolseley 10 de luxe 4-door sun saloon, black with green leather upholstery, excellent condition; £450.—D. J. Shepherd & Co (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [5508

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 (Oct.) Wolseley 18hp de luxe saloon, black, brown hide upholstery, mechanically excellent, coachwork and tyres good, pass light and other extras; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5412

1939 Wolseley 10 saloon, in very good condition throughout including bodywork; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5687

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0303

1937 series Wolseley 21hp saloon; £200; near offer or exchange smaller car.—Agg, Tel. Betchworth 2164. [6021

GOLDERS GREEN.—H. A. Saunders, Ltd.—1936 Wolseley 12 saloon, black.—140-144, Golders Green Rd., Speedwell 0011. [5432

WOLSELEY 10hp 4-door, magnificent order; £235.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. Also 20 others. [5544

150 ens.—Wolseley Hornet saloon, original condition, all good tyres.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [5994

1937 Wolseley 16 de luxe saloon, guaranteed, £365; payments.—Oldfield, 4, Russell Grns. Mews, Kensington. Park 7780. [4618

1938 Wolseley 18 saloon, immaculate, original condition; £595.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [1516

1939 Wolseley 14hp saloon, original mileage 40,000; £495.—John Whalley, Ltd., London Rd., Bishop's Stortford, Herts. Tel. 181. [5166

1947 (Dec. '46) Wolseley 14 saloon, 21,000 miles, one owner, black, unmarked; £765.—London House Motors, Burnham-on-Sea. Tel. 455. [5776

1939 Wolseley 14, black/brown leather, really beautiful car; £595.—Birkett Motors, Ltd., 654-656, Mile End Rd., Bow, E.3. Advance 1517. [5781

1936 Wolseley 14 saloon, completely overhauled engine; £300.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [5465

1938 Wolseley 18, really superb order throughout, radio; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [5460

1937 Wolseley 25hp drop head coupe, 47,000 miles, black, blue leather, ex. cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [5161

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1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car; £725; no traders, h.p. terms if required.—Broadway Motor Co., 8-13, Russell Rd., Wimbledon, S.W.19. Liberty 2499. [5541

495 gns.—Wolseley Super Six 1940 (registered 1947), £10 tax, 21hp de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Wolseley Hornet 1931 12hp Swallow sports 2-seater, green and black, green leather, remote control, good condition; terms, exchanges.—Rowland Smith, below.

850 gns.—Wolseley 18, April 1947, de luxe 4-door saloon, black, sliding head, brown leather, good tyres, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Wolseley Super Six, June 1936, 21hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5644

WOLSELEY 25 saloon 1937/8, taxed to end of year, in immaculate condition, both mechanically and coachwork, this car has recently been completely overhauled, including rebored and repainted, etc.; this car is a perfect specimen of these very fine cars; price £575.—Box 8868. [5264

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£525.—Wolseley 12 d.l. saloon, the same actually as 1947 series, large comfortable and exceptional car; anyone looking at this would possibly believe it to be a pre-war vehicle, absolutely immaculate, very rare condition, really outstanding and one in 10,000 motor cars; 3 months' guarantee; hire purchase; exchanges.—Lambs Of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5676

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WANTED privately, 1947-8 Wolseley 12-14, must be first class and low mileage.—Grimsdyke 2436 (Stanmore). [5812

1949 Wolseley 4/50 or 6/80 saloon required.—Autowork (Winchester), Ltd., Station Hill, Winchester. [5219

JACK ROSE Ltd., require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5269

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel Weybridge 235. [0540

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd 242-248, High St., Barnet 3240. [0707

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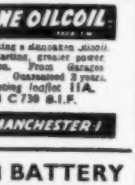
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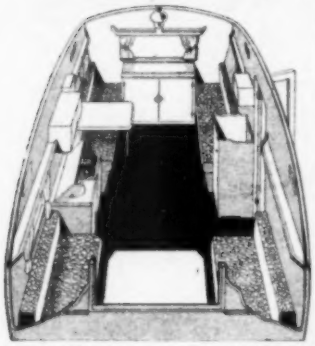

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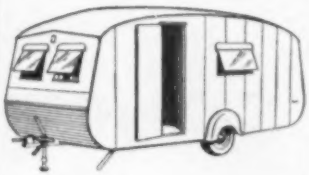

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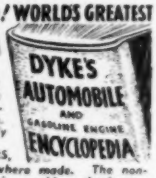

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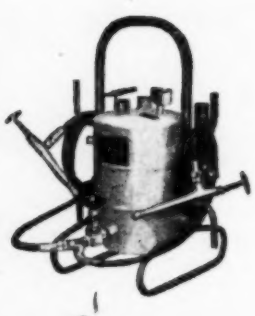

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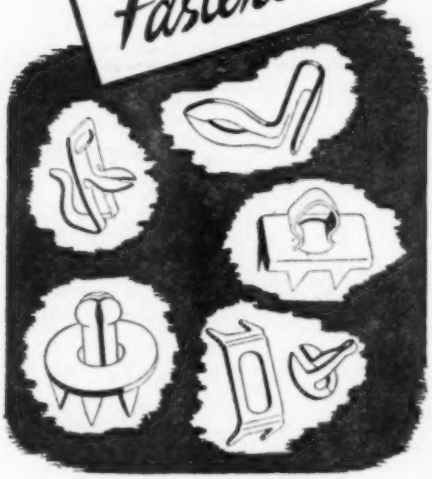

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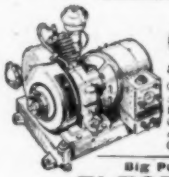

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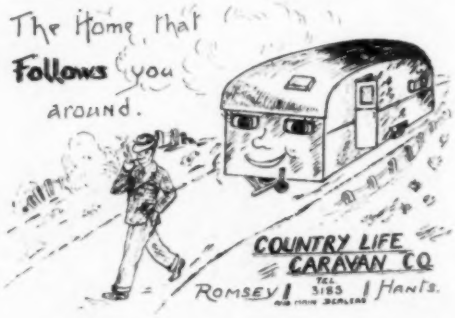

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PAGE

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Acheson Colloids, Ltd. 95
Alvis, Ltd. 43
Andrews & Co. (Belfast), Ltd. 28
Anglo-American Oil Co., Ltd. 40
Arcot Motors, Ltd. 90
Arnott's Auto Spares, Ltd. 32
Associates British Caravans, Ltd. 24
Automotive Parts & Accessories 17
Autrosol Co., Ltd. 18

BANTOCK, PETER 54
Bath, T., & Co., Ltd. 8
Batley, Ernest, Ltd. 20
Bayliss, A. J., & Son, Ltd. 12
B.B. Chemical Co., Ltd. 46
B. & B. Engineering Co. 20
Beart's of Kingston Edit. 271
Beckett's of Bromsgrove, Ltd. 29
Beith, Alex 52
Bennett, E. 91
Bennett (Hyde), Ltd. 90
Bentley Caravans 92
Berkeley Coachwork, Ltd. 27, 94
Birches Garage (Hall Green), Ltd., The 26
Birkett Motors, Ltd. 55
Blake, J., & Co., Ltd. Edit. 271
Blanchflower (Kettering), Ltd. 14
Bolton Cars & Caravans 29
Bosbier & Pettenden, Ltd. 12
Bottogas, Ltd. 6
Boult & Clough, Ltd. 31
Braddicks Seafield Holiday Camp, Ltd. 34
Bristol Aeroplane Co., Ltd., The (Car Div.) 36
Bristol Street Motors, Ltd. 23
Browns Garage 56

CALLENDER'S GARAGES, LTD. 53
Calor Gas (Distributing) Co., Ltd. 21
Cambridge Caravans, Ltd. 30
Camden Motors, Ltd. 51
Caravan Distributors & Agents' Association 17
Carmo Car Centre 54
Carlaw (Cars), Ltd. 53
Carlight Trailers, Ltd. 14
Carr Fastener Co., Ltd. 95
Carter, B. & F., & Co., Ltd. 90
Castles Motor Co. (Leicester), Ltd. 21
Central Garages (Barnstaple), Ltd. 28
Chalfont Coachworks, Ltd. 10
Cheltenham Caravan Co., Ltd. 29
Christine's Caravans 29
Clyde Automobile Co., Ltd., The 53
C.M.I. Products 20
Collier & Collier, Ltd. 92
Cooden Engineering Co. 57
Cornercroft, Ltd. 48
Coryton, J., Ltd. Edit. 272
Country Life Caravan Co. 96
Craik & Beattie 52
Cromwell of Reading 33
Crowther, C., Ltd. 53
Crypton Equipment, Ltd. 93

DEB CHEMICAL PROPRIETARIES, LTD. 12
Delaney Gallay, Ltd. 16
Desmo, Ltd. 18
Dikki Products 26
Dominion Insurance Co., Ltd. 91
Duco Car Service 52
Dunlop Rubber Co., Ltd. 42
Durex Abrasives, Ltd. 9

EASTCHURCH HOLIDAY CAMP 90
Eastern Motor Co., Ltd. 31
Eccles (Birmingham), Ltd. 91
Edison Swan Electric Co., Ltd., The 46
Elite Motors (Tooting), Ltd. 57
Englands Caravans 14
Enterprise Caravans, Ltd. 91
Essex Sheet Alloys 8

FAXALL PRODUCTS, LTD. 4
Fenter, Ltd. 97
Fletcher Miller, Ltd. 92
F.O.C. Caravan Centre 10
Ford Motor Co., Ltd. Front Cover
Ford & Slater (Lincs), Ltd. 32
Fothergill & Harvey, Ltd. 13

GAILEY CARAVAN CO. 34
Galt, James H., Ltd. 53
Galway, Roy, Ltd. 56
Gamage, A. W., Ltd. 96
General Electric Co., Ltd. Edit. 272, 97
General School of Motoring 52
Girling, Ltd. Cover II
Glanfield Lawrence, Ltd. 57
Goodyear Tyre & Rubber Co. (Gt. Brit.), Ltd. 44
Gordon Tools, Ltd. 35
Green Pennant Caravans, Ltd. 31
Greenhill Motor Co., Ltd. 90
G.R.G. West Country Caravans 24
Grose, James, Ltd. 2

HALLS (FINCHLEY), LTD. 55
Hamilton (Paisley), Ltd. 52
Harlesw Garage, The 29
Harrington, W. D., & Co., Ltd. 6
Harrison, A. 53
Hartley Caravan Distributors, Ltd. 31
Headen, A. E. 91
Hendon Central Car Sales, Ltd. 54
Henlys, Ltd. 58
Hillier Engineering Co., Ltd. 91
Holder Chassis Co. 22
Hooper & Co. (Coachbuilders), Ltd. 48
Hunter, B. J., Ltd. 55

JAGUAR CARS, LTD. 41
Jenkinson, A. S. 32
Jenks Bros., Ltd. 94

KELSTON CARAVAN CO., LTD. 18
Kilnhurst Precast Stone Co. 90
Kings Autos 56
Kings Mail Order Co. 10
Kingsway Caravan Centre 30

LAMBS, LTD. 56
Lane Accessories 22
Lane, G. & M., & Co., Ltd. 94
Lang Overseas, Ltd. 94
Lawrie, Robt. 52
Lee Fogliens Caravan 35
Leicester Caravan Centre 32
Lendon Bros., Ltd. 31
Lodge Plugs, Ltd. 49
London Caravan Co., Ltd. 20, 31
Lowdham Service Garages 53

MACHAEG, RENNIE & LINDSAY, LTD. 52
Maidstone Engineering Co. 57
Mantle's Garages, Ltd. 28
Marble Arch Motor Supplies, Ltd. 54
Mayfair Garages, Ltd. 57
McKinnon Motors, Ltd. 56
Mead, A. W., Ltd. 30
Meadows, H. M., Ltd. 32
Mellor, L. (Harfshill), Ltd. 4
Milson Manufacturing Co. 14
Monro, Joe 53
Montroe Motors 55
Montrose Caravan Distributors 16
Motor Rag Co., Ltd., The 96
Motorists (London), Ltd. 54
Mount Caravans 33

NAYLOR & ROOT, LTD. 50
Neo Electrical Industries, Ltd 90
Newman, George, & Co. 55
Newnhams, Ltd. 39, 56
Northampton Caravans, Ltd. 22
Northern Caravan Distributors 10
Nuffield Organization 45
N.W. Welding & Reboring Co., Ltd. 52

OAKMILLS (TIMBER) CO. 22

PALADIN TRAILAVAN CO., LTD. 26
Partridge Wilson & Co., Ltd. 18
Pascall, M. R., Ltd. 25
Pearman Briggs, Ltd. 24
Perfecta Motor Equipments, Ltd. 19
Perry, W. Harold, Ltd. 58
Potts, Joseph, Ltd. 52
Powell, R. P. (Motors), Ltd. 22
Premier Motor Policies, Ltd. 91
Price, D. W., & Son, Ltd. 91
Pride & Clarke, Ltd. 50
Prosser, H., & Sons 53

RAWLPLUG PAINT CO. 92
Redditch Caravans 16
Redskin Caravan Co. 23
Regency Covers 96
Reliance Garage (Norwich), Ltd. 33
Robinson, Herbert, Ltd. 55
Robinson, L., & Co. (Gillingham), Ltd. 96
Ronald, George 91
Rootes, Ltd. 5
Rossleigh, Ltd. 53
Rowe's Motor Works, Ltd. 32
Rowland Smith (Motors), Ltd. 57
Runbaken Electrical Products 90
Rural Caravans, Ltd. 28
Rye, Claude, Ltd. 8

SALTER, GEO., & CO., LTD. 15
Sandfords (Leatherhead), Ltd. 32
Saynors of Blackpool 29
Scott, Walter, Ltd. 56
Silencers (Bolton), Ltd. 16
Simmonds Aerocessories, Ltd. 11
Solex, Ltd. 47
South Eastern Battery & Electrical Co. 90
South Wales Caravan Distributors 30
Southcliffe Trailer Camp, Ltd. 26
Southern Caravan Distributors 30
S. & T. Accessories, Ltd. 94
Standard Motor Co., Ltd. 1
Standard & Triumph Sales, Ltd. 24
Steels Garages, Ltd. 94
Steels (Swindon), Ltd. 34
St. George Motors (Glasgow), Ltd. 32
Streamline Cars (Scotland) 32
Sudbury (West Suffolk) Caravan Co. 25
Sunbeam Talbot, Ltd. 37

TANKARD & SMITH, LTD. 57
Tecalemit, Ltd. Cover III
Terry, Herbert, & Sons, Ltd. 38
Thomas, A., & Co. 92
Thomsons (Carron), Ltd. 2
Timber Vale Caravan Park 91
Turner, William (Kismet), Ltd. 35

UNITED BRITISH CARAVAN CO. 6

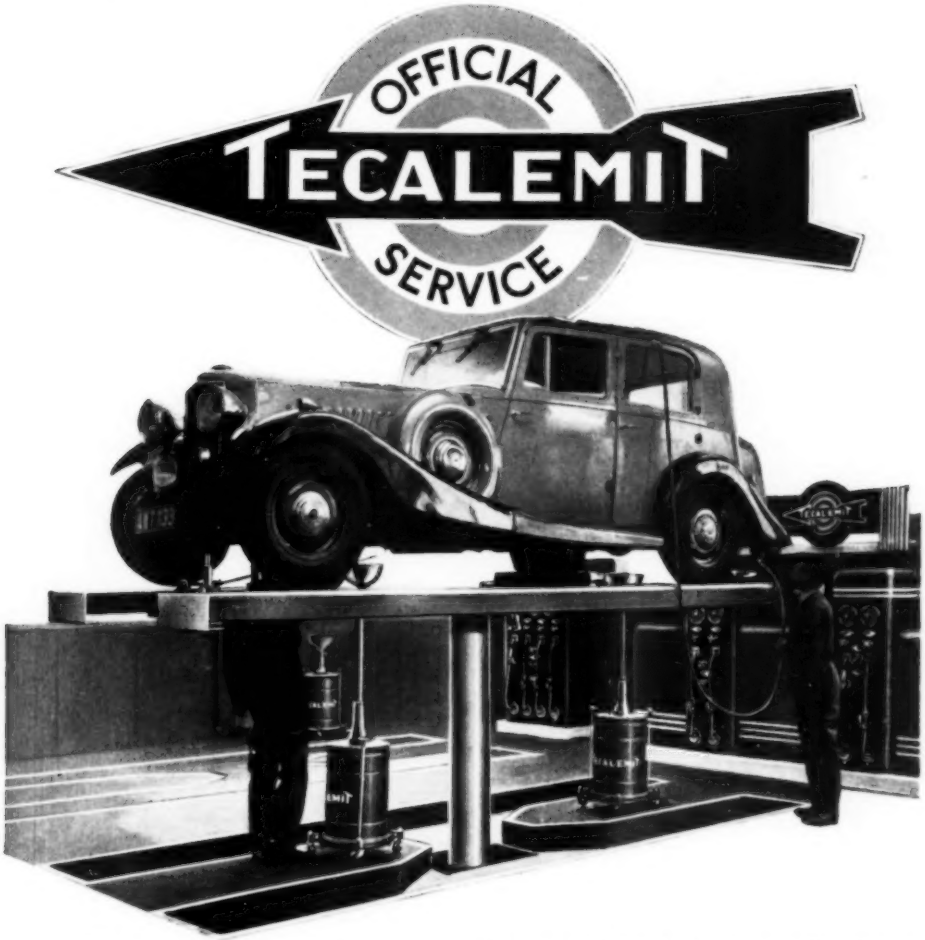
VANDERVELL PRODUCTS, LTD. 3

WARDEN COURT ESTATE & NURSERIES 90
Watford Caravans, Ltd. 28
Watford Wheel & Truck Works 18
Watney Motor Accessories Co., Ltd. 93
Weltit Manufacturing Co., Ltd. 92
Welfords Caravans, Ltd. 24
West End Caravan Co. 4
Westminster Carriage Co., Ltd 14
Wheelers (Newbury), Ltd. 33
Wilcock, Joseph, & Co., Ltd. 26
Wilmot Breeden, Ltd. Cover IV
Witham's Motors 54
Witter, C. P. 90
Woodwiss & Co. 52
Woodley, W. H., & Sons 2

X.L. CARAVANS, LTD. 16

YEOMANS, J. H., & SONS, LTD. 90

Printed in Great Britain for the Publishers, Iliffe & Sons Ltd., Dorset House, Stamford Street, London, S.E.1, by Cornwall Press Ltd., Park Garden, London, S.E.1. *The Autocar* can be obtained abroad from the following: Australia and New Zealand: Gordon & Gotch, Ltd. India: A. H. Wheeler & Co. Canada: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. South Africa: Central News Agency, Ltd., Wm. Dawson & Sons (S.A.) Ltd. United States: The International News Co. Entered as Second Class Matter at the New York, U.S.A., Post Office.



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